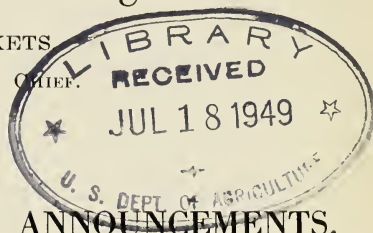


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United States Department of Agriculture.

BUREAU OF MARKETS
CHARLES J. BRAND, CHIEF.



SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 41.¹

CONTENTS.

	Page.
Public notice establishing official cotton standards of the United States for American Egyptian cotton	1
Public notice establishing official cotton standards of the United States for Sea Island cotton	3
Public notice establishing official cotton standards of the United States for length of staple	4
American Egyptian cotton	6
Sea Island cotton	8
Length of staple of cotton.....	10
Detailed description of method of pulling staple.....	16

1. PUBLIC NOTICE ESTABLISHING OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR AMERICAN EGYPTIAN COTTON.

DEPARTMENT OF AGRICULTURE,
Washington.

Pursuant to the authority vested in the Secretary of Agriculture by section 9 of the United States cotton futures Act approved August 11, 1916, 39 United States Statutes at Large, page 476, I,

¹ Previous numbers in this series which relate to the United States cotton futures Act are Nos. 1-10, inclusive, and 16.

David F. Houston, Secretary of Agriculture, do hereby establish, promulgate, and give public notice of, standards for cotton of varieties known as American Egyptian, effective October 25, 1918, as follows:

OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR AMERICAN EGYPTIAN COTTON.

For the purposes of these standards:

Section 1. Grade 1.—Grade 1 shall be American Egyptian cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States American Egyptian Grade 1."

Sec. 2. Grade 2.—Grade 2 shall be American Egyptian cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States American Egyptian Grade 2."

Sec. 3. Grade 3.—Grade 3 shall be American Egyptian cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States American Egyptian Grade 3."

Sec. 4. Grade 4.—Grade 4 shall be American Egyptian cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States American Egyptian Grade 4."

Sec. 5. Grade 5.—Grade 5 shall be American Egyptian cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States American Egyptian Grade 5."

Sec. 6.—Intermediate grades. American Egyptian cotton which in grade is between any two adjoining grades of those described in sections 1 to 5, inclusive, of this order shall be designated by the word "Grade" and the grade number of the higher of such two grades followed by the fraction " $\frac{1}{2}$."

Sec. 7.—Below Grade 5. American Egyptian cotton which in grade is inferior to Grade 5, shall be designated "Below Grade 5."

Sec. 8.—Extraneous matter. American Egyptian cotton containing cracked seeds, seed kernels, sand, or other extraneous matter shall be graded as if it contained an equivalent of leaf and trash as represented in the respective grades described in sections 1 to 7, inclusive, of this order.

Sec. 9.—Repacked. American Egyptian cotton that is composed of factors', brokers', or other samples, or of loose or miscellaneous lots, collected and rebaled, shall, in addition to its grade, be designated "Repacked."

Sec. 10.—False Packed. American Egyptian cotton in a bale (1) containing substances entirely foreign to cotton, (2) containing damaged cotton in the interior, with or without any indication of such damage upon the exterior, (3) composed of good cotton upon the exterior and exceedingly inferior cotton in the interior in such manner as not to be detected by customary examination, that is, a plated bale, or (4) containing pickings or linters worked into the bale, shall, in addition to its grade, be designated "False Packed."

Sec. 11.—Mixed Packed. American Egyptian cotton in a bale which shows a difference of more than two grades between samples drawn from the heads and the top and bottom sides of the bale, or which shows a difference in color between such samples, exceeding two grades, shall, in addition to its lowest grade, be designated "Mixed Packed."

Sec. 12.—Water Packed. American Egyptian cotton in a bale that has been penetrated by water during the baling process, causing damage to the fibers,

or a bale that through exposure to the weather, or by other means, while apparently dry on the exterior, has been damaged by water in the interior, shall, in addition to its grade, be designated "Water Packed."

In testimony whereof, I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed, in the District of Columbia, this 25th day of October, 1918.



D. F. Houston
Secretary.

2. PUBLIC NOTICE ESTABLISHING OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR SEA ISLAND COTTON.

DEPARTMENT OF AGRICULTURE,
Washington.

Pursuant to the authority vested in the Secretary of Agriculture by section 9 of the United States cotton futures Act approved August 11, 1916, 39 United States Statutes at Large, page 476, I, David F. Houston, Secretary of Agriculture, do hereby establish, promulgate, and give public notice of, standards for cotton of varieties known as Sea Island, effective October 25, 1918, as follows:

OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR SEA ISLAND COTTON.

For the purposes of these standards:

Section 1. *Grade 1.*—Grade 1 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 1."

Sec. 2. *Grade 2.*—Grade 2 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 2."

Sec. 3. *Grade 3.*—Grade 3 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 3."

Sec. 4. *Grade 4.*—Grade 4 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 4."

Sec. 5. *Grade 5.*—Grade 5 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 5."

Sec. 6. *Grade 6.*—Grade 6 shall be Sea Island cotton which in grade is within the range represented by a set of samples in the custody of the United States Department of Agriculture in the District of Columbia in a container marked "Original Official Cotton Standards of the United States Sea Island Grade 6."

Sec. 7.—*Intermediate grades.* Sea Island cotton which in grade is between any two adjoining grades of those described in sections 1 to 6, inclusive, of this order shall be designated by the word "Grade" and the grade number of the higher of such two grades followed by the fraction " $\frac{1}{2}$."

Sec. 8.—*Below Grade 6.* Sea Island cotton which in grade is inferior to Grade 6 shall be designated "Below Grade 6."

Sec. 9.—**Extraneous matter.** Sea Island cotton containing cracked seeds, seed kernels, sand, or other extraneous matter shall be graded as if it contained an equivalent of leaf and trash as represented in the respective grades described in sections 1 to 8, inclusive, of this order.

Sec. 10.—**Repacked.** Sea Island cotton that is composed of factors', brokers', or other samples, or of loose or miscellaneous lots, collected and rebaled, shall, in addition to its grade, be designated "Repacked."

Sec. 11.—**False Packed.** Sea Island cotton in a bale (1) containing substances entirely foreign to cotton, (2) containing damaged cotton in the interior, with or without any indication of such damage upon the exterior, (3) composed of good cotton upon the exterior and exceedingly inferior cotton in the interior in such manner as not to be detected by customary examination, that is, a plated bale, or (4) containing pickings or linters worked into the bale, shall, in addition to its grade, be designated "False Packed."

Sec. 12.—**Mixed Packed.** Sea Island cotton in a bale which shows a difference of more than two grades between samples drawn from the heads and the top and bottom sides of the bale, or which shows a difference in color between such samples, exceeding two grades, shall, in addition to its lowest grade, be designated "Mixed Packed."

Sec. 13.—**Water Packed.** Sea Island cotton in a bale that has been penetrated by water during the baling process, causing damage to the fibers, or a bale that through exposure to the weather, or by other means, while apparently dry on the exterior, has been damaged by water in the interior, shall, in addition to its grade, be designated "Water Packed."



In testimony whereof, I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed, in the District of Columbia, this 25th day of October, 1918.

D. F. Houston
Secretary.

3. PUBLIC NOTICE ESTABLISHING OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR LENGTH OF STAPLE.

DEPARTMENT OF AGRICULTURE,
Washington.

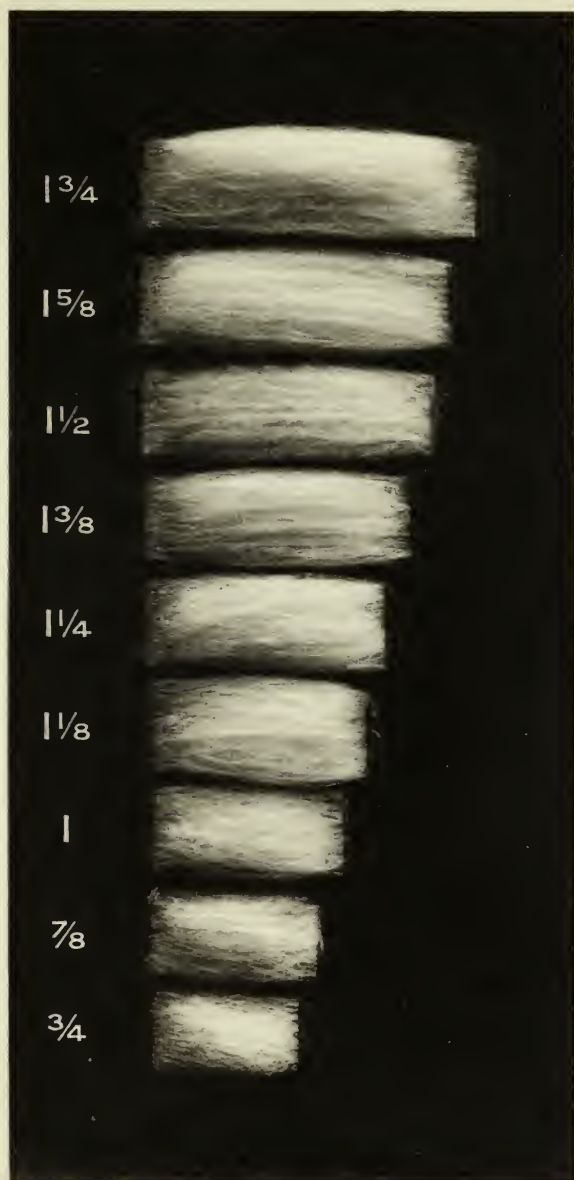
Pursuant to the authority vested in the Secretary of Agriculture by section 9 of the United States cotton futures Act approved August 11, 1916, 39 United States Statutes at Large, page 476, I, David F. Houston, Secretary of Agriculture, do hereby establish, promulgate, and give public notice of, standards for length of staple of cotton, effective October 25, 1918, as follows:

OFFICIAL COTTON STANDARDS OF THE UNITED STATES FOR LENGTH OF STAPLE.

For the purposes of these standards:

SECTION 1. The length of staple of any cotton shall be the normal length by measurement without regard to quality or value, of a typical portion of its fibers under a relative humidity of the atmosphere of 65 per centum and a temperature of 70 degrees, Fahrenheit.

SEC. 2. The length of staple of any cotton shall be designated by that one of the following terms which expresses its measurement in inches or fractions of an inch in accordance with section 1 of this order:



A PHOTOGRAPHIC REPRESENTATION OF THE OFFICIAL COTTON STANDARDS OF THE UNITED STATES OF THOSE LENGTHS OF STAPLE FOR WHICH TYPES ARE AVAILABLE FOR DISTRIBUTION, EACH RESPECTIVE LENGTH AS SHOWN BEING OBTAINED FROM THE ORIGINAL TYPE BALES.



Below $\frac{3}{4}$; $\frac{3}{4}$; $\frac{13}{16}$; $\frac{7}{8}$; $\frac{15}{16}$; 1; $1\frac{1}{32}$; $1\frac{1}{16}$; $1\frac{3}{32}$; $1\frac{1}{8}$; $1\frac{5}{32}$; $1\frac{7}{16}$; $1\frac{9}{32}$; $1\frac{1}{4}$; $1\frac{11}{32}$; $1\frac{13}{32}$; $1\frac{3}{8}$; $1\frac{15}{32}$; $1\frac{17}{32}$; $1\frac{1}{2}$; $1\frac{19}{32}$; $1\frac{21}{32}$; $1\frac{5}{8}$; $1\frac{23}{32}$; $1\frac{11}{16}$; $1\frac{25}{32}$; $1\frac{3}{4}$; and upwards in like manner in gradations of thirty-seconds, disregarding any fraction less than a thirty-second.

SEC. 3. The lengths of staple designated as $\frac{3}{4}$, $\frac{7}{8}$, 1, $1\frac{1}{8}$, $1\frac{1}{4}$, $1\frac{3}{8}$, $1\frac{1}{2}$, $1\frac{5}{8}$, and $1\frac{3}{4}$ inches, respectively, are each represented by a sample in the custody of the United States Department of Agriculture in a container marked "Original Official Cotton Standards of the United States Length of Staple" followed by the appropriate designation of such length of staple.

SEC. 4. Cotton which is more than three-fourths of an inch in length of staple but is not exactly one of the measurements specified in section 2 of this order, shall be designated by that one of such measurements which comes nearest under its true measurement.

SEC. 5. Whenever the length of staple of cotton taken from one part of a bale is different from that taken from another part of the same bale, the length of staple of the cotton in such bale shall be that of the part which is the shorter.

In testimony whereof, I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed, in the District of Columbia, this 25th day of October, 1918.



D. F. Houston
Secretary.

4. AMERICAN EGYPTIAN COTTON.

There has been a great deal of information written and printed in bulletin form from time to time, relating to the introduction of Egyptian cotton in this country and its development in the Salt River Valley. The Department of Agriculture began experimenting with imported seed at Yuma, Arizona, in 1901. This stock, after several years of experimental breeding, produced a plant which had an improved character and greater strength of fiber. This plant gave rise to a new variety which was given the name Yuma. In 1913 commercial production of Yuma cotton had assumed such proportions as to warrant the preparation of standards so that in handling, grading, and marketing it, the commodity could be referred to by grade names and staple lengths. The United States Department of Agriculture then undertook the work of assembling types of grades and lengths of staple in the form of standards for permissive use, which, since their introduction, have largely formed the basis for description of such cotton in transactions between cotton mills and producers.

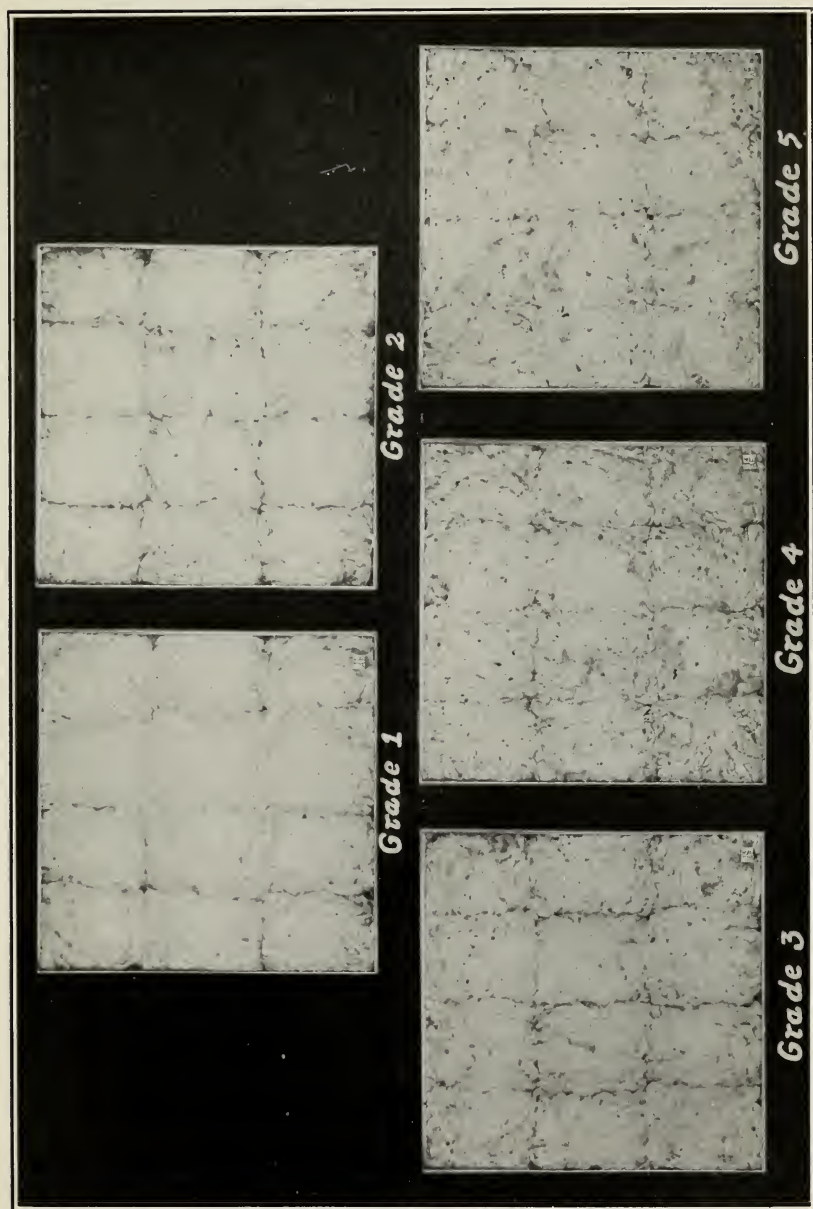
In 1910 a single plant of distinct type was found growing in a field of the Yuma variety, at Sacaton, Arizona. From the seed of this new plant a progeny row was grown in 1911 and more extensive plantings were made in 1912 and 1913. The most careful examinations failed to reveal any noteworthy departure from the original plant found in 1910. This variety was named Pima.

The important differences between the Pima and the Yuma varieties are that the Pima variety has a whiter color and a longer staple. The Yuma variety has a staple from $1\frac{7}{16}$ to $1\frac{1}{2}$ inches in length, and the Pima a staple from $1\frac{5}{8}$ to $1\frac{3}{4}$ inches, or an increase of from $\frac{3}{16}$ to $\frac{1}{4}$ of an inch.

During the season of 1916 there were grown 253 bales of the Pima variety, the seed of which was saved for planting purposes, and the yield from the 1917 crop of Pima amounted to 2,966 bales. Of these, 2,260 bales were grown under the supervision of the United States Department of Agriculture (as were all previous productions of Pima cotton) on virgin soil, as far as cotton was concerned, and in no instance on any land where the Yuma variety had been grown previously. The ginning of practically all of these bales was done in one gin. No other variety was ginned there and the seed was carefully sacked. From this seed almost the entire crop of 1918 was planted, on an area of between 70,000 and 80,000 acres in the Salt River Valley and sections of California.

The grading and stapling of 2,100 bales of the 1917 crop were done by a representative of the Bureau of Markets of the United

PLATE II.



A complete set of photographs of the original official cotton standards of the United States for American Egyptian cotton.

States Department of Agriculture, and material was collected for types. It was then decided to replace the tentative standards for Yuma cotton with the official cotton standards of the United States for American Egyptian cotton, made up of types of the Pima variety.

Heretofore the grades of Pima cotton have been designated by the names Fancy, Extra, Choice, Standard, and Medium. In the official cotton standards for American Egyptian cotton numbers are substituted for the grade names—No. 1 for Fancy; No. 2 for Extra; No. 3 for Choice; No. 4 for Standard; and No. 5 for Medium.

Furthermore, American Egyptian cotton which in grade is between any two adjoining grades represented by types in the standards, are designated by the grade number of the higher grade, followed by " $\frac{1}{2}$ "; for example, cotton between grades No. 1 and No. 2 is grade $1\frac{1}{2}$. Also cotton inferior to grade No. 5 is designated "Below grade 5." For these and other rules applicable in grading American Egyptian cotton, the order establishing the standards should be carefully examined.

The lengths of staple formerly known by numbers are designated by their actual measurements, determined in the manner set forth in the order establishing the standards for length of staple and in the explanatory matter relating thereto.

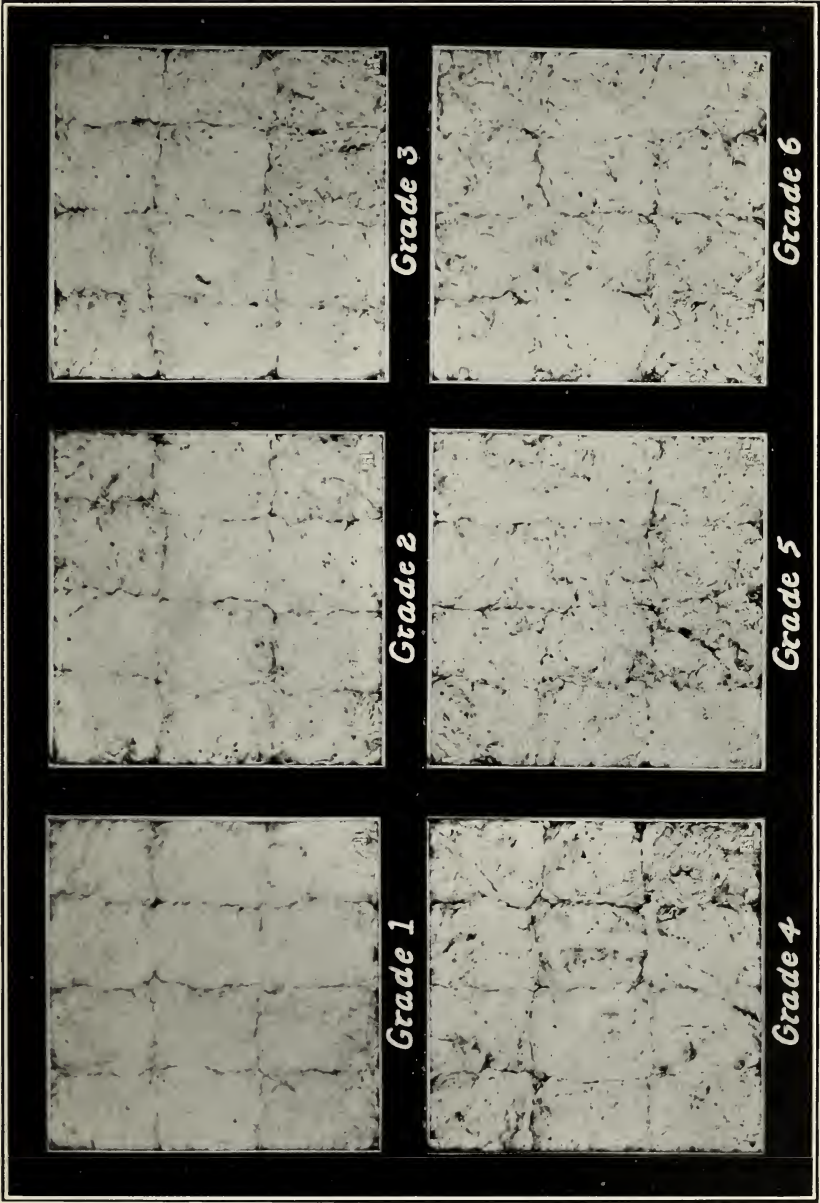
5. SEA ISLAND COTTON.

Sea Island cotton has been successfully cultivated in the United States for more than a century. In 1911 a record crop of 122,866 bales of about 400 pounds each was raised, but the production varies greatly, the average crop being about 100,000 bales.

During the fall of 1917 the United States War Department purchased one-sixth of the crop, under specifications calling for the average of the three highest grades, Choice, Extra Choice and Fancy. Representatives of the Bureau of Markets of the United States Department of Agriculture went to Savannah, Georgia, to pass on the grades and lengths of staple of the cotton. It was found that, although commercial grades for Georgia and Florida Sea Island cotton had been in use many years, there were no physical guides or types generally in use representing the six grades known as Fancy, Extra Choice, Choice, Extra Fine, Fine, and Medium Fine, but that each merchant had private types representing approximately the qualities in these grades.

In January, 1918, a representative of the Bureau of Markets visited numerous Sea Island centers in South Carolina, Georgia and Florida, investigating the practicability of preparing a set of types representing the ranges of the grades of Sea Island cotton. Samples

PLATE III.



A complete set of photographs of the original official cotton standards of the United States for Sea Island cotton.

were collected and prepared and were afterwards examined by a committee representing the Savannah Cotton Exchange and others. Two sets of types each were made for the grades Fancy, Extra Choice, Extra Fine, Fine, and Medium Fine. One set was taken through Georgia, Florida and South Carolina and exhibited to many Sea Island merchants, buyers, growers, and planters, the majority approving the types. Upon their return to Washington, minor changes were made in the types, which were afterwards examined by the trade, general concurrence being obtained. One set of the types was exhibited at the Textile Show in New York during the early part of April, 1918, and a set was furnished to the Savannah Cotton Exchange. The new official cotton standards of the United States for Sea Island cotton are copies of these two original sets, and 50 sets of the types have been prepared.

In the standards for Sea Island cotton, as in the case of American Egyptian cotton, numbers are substituted for grade names, No. 1 for Fancy; No. 2 for Extra Choice; No. 3 for Choice; No. 4 for Extra Fine; No. 5 for Fine; and No. 6 for Medium Fine.

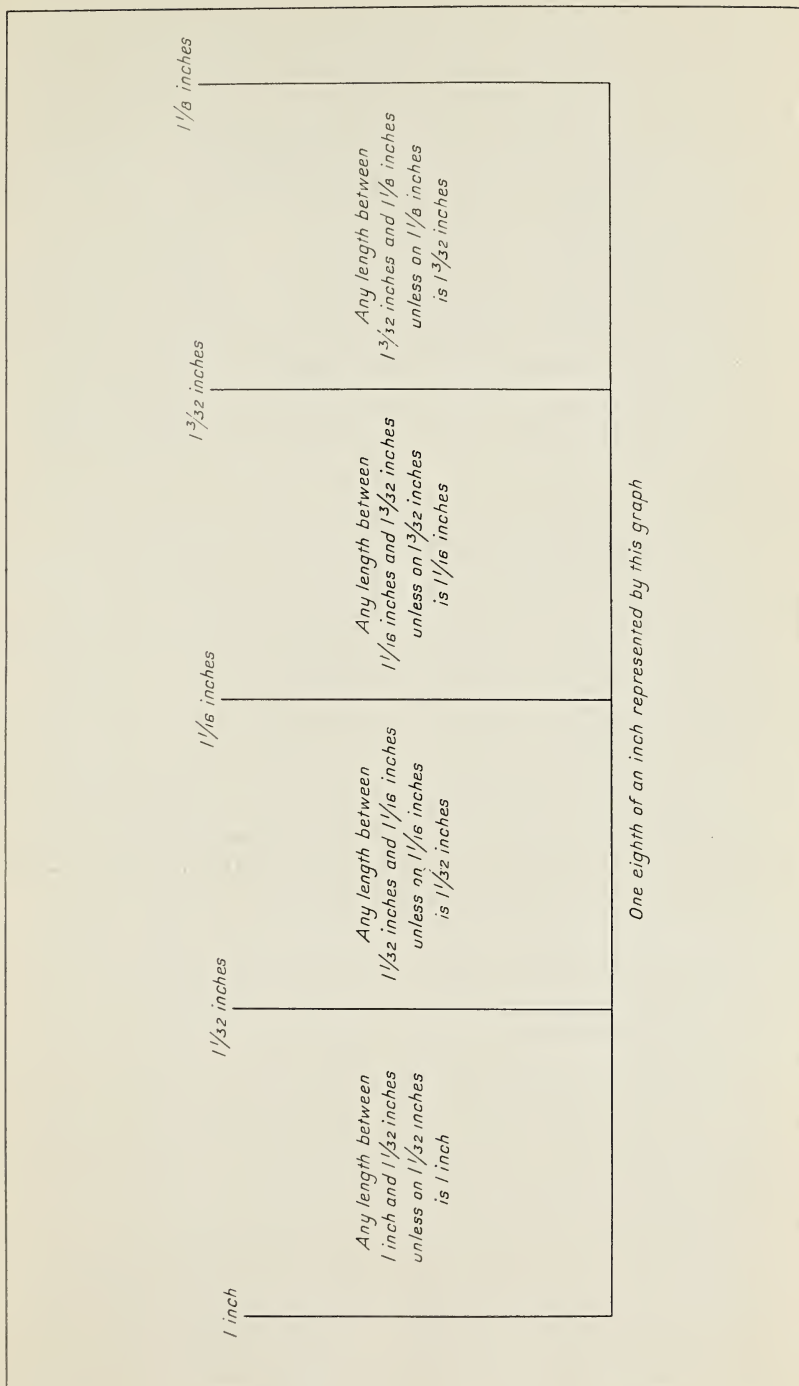
Likewise, Sea Island cotton which in grade is between any two adjoining grades represented by types in the standards, is designated by the grade number of the higher grade, followed by " $\frac{1}{2}$ "; for example, cotton between grades No. 1 and No. 2 is grade $1\frac{1}{2}$. Also, cotton inferior to grade No. 6 is designated "below grade 6." For these and other rules applicable in grading Sea Island cotton, the order establishing the standards should be carefully examined.

The lengths of staple will be designated by their actual measurements determined in the manner set forth in the order establishing the standards for length of staple and in the explanatory matter relating thereto.

6. LENGTH OF STAPLE OF COTTON.

The United States Department of Agriculture has been engaged for several years in making investigations looking to the ultimate establishment and promulgation of standards for lengths of staple of cotton. Cotton specialists were sent to the Eastern and New England states and to the cotton belt of the South for the purpose of interviewing cotton mill owners, merchants, buyers, and shippers in order to ascertain whether they favored such standards. Of those consulted, 24 out of 35 mill operators, 102 out of 127 shippers, and 17 out of 32 brokers, or about 70 per cent of all, were favorable. Each person interviewed was requested to furnish the Department of Agriculture with physical types representing his ideas of the

PLATE IV.



respective lengths of staple. There were 408 samples submitted, which were examined by a committee of nine cotton experts. These types were in most instances the actual types used in the transactions of the person by whom they were furnished, and included all the lengths in sixteenths of an inch from $1\frac{3}{16}$ up to and including $1\frac{11}{16}$, as well as in thirty-seconds of an inch from 1 up to and including $1\frac{1}{2}$ inches. The committee approved over 70 per cent of the types submitted.

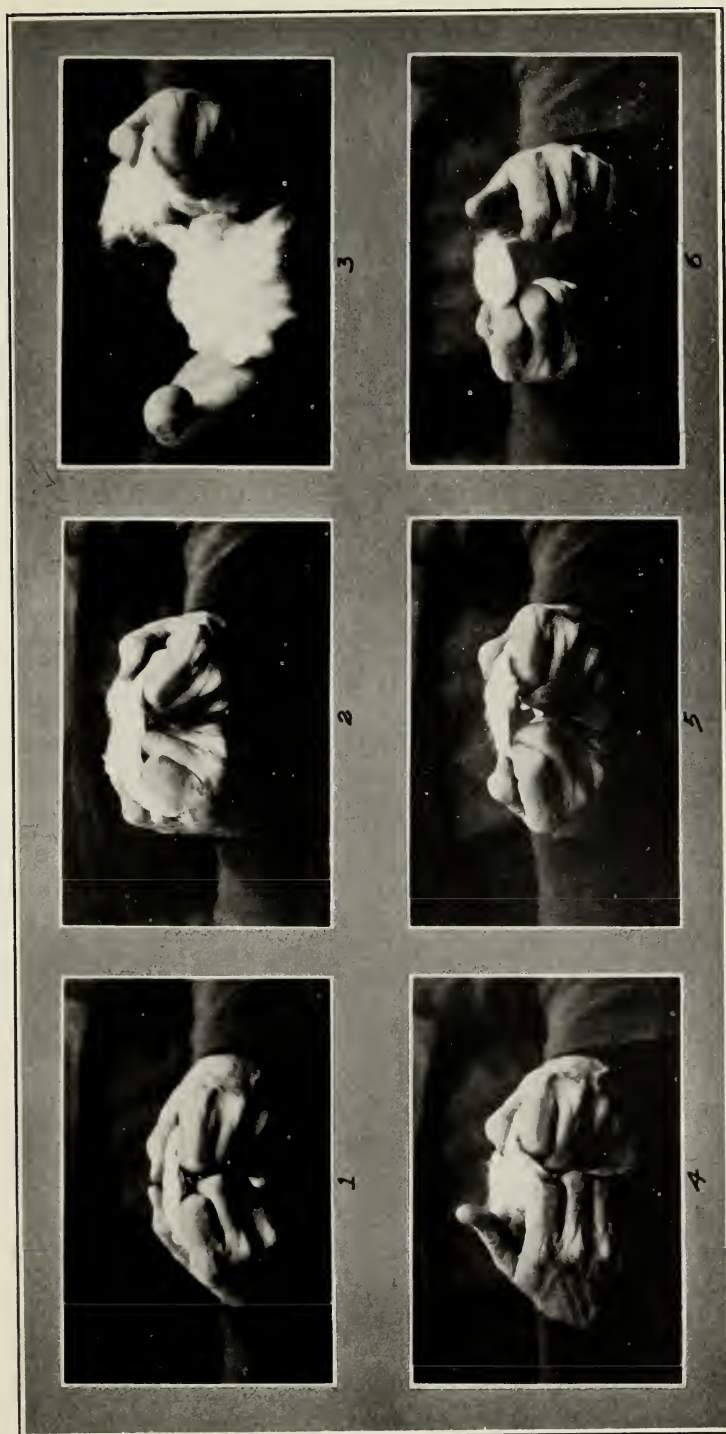
The conclusion was reached that length of staple should be the length of the fibers, by actual measurement according to the standard rule under a relative humidity of the atmosphere of 65 per cent and a temperature of 70 degrees Fahrenheit, without regard to the quality or value of the staple. It was also determined that length of staple less than three-fourths of an inch should be designated as "Below $\frac{3}{4}$ "; from three-fourths to one inch should be designated in steps of sixteenths of an inch; and from one inch upwards should be designated in steps of thirty-seconds of an inch. When cotton more than three-fourths of an inch in length of staple is not actually one of the measurements specified, it is to be designated by the specified length which comes nearest under its actual measurement.

A graphic illustration of the steps from one to one and one-eighth inches, both inclusive, is contained in Plate IV.

The following lengths specified in the standards, nine in all, are represented by physical types: $\frac{3}{4}$, $\frac{7}{8}$, 1, $1\frac{1}{8}$, $1\frac{1}{4}$, $1\frac{3}{8}$, $1\frac{1}{2}$, $1\frac{5}{8}$ and $1\frac{3}{4}$. Reproductions by the photogravure process of samples of cotton having these lengths are shown in Plate I. These photogravures show the actual measurements as nearly as possible by any present day commercial method of illustration, and for all practical purposes are the exact length of the original samples.

Realizing that differences in methods of pulling staple may be the cause of variations in the results obtained by different classifiers, the Bureau of Markets has made a study of the methods used by those who are acknowledged to be experts in this particular work. As a result a method has been devised which meets with the approval of the Bureau, and its general adoption in determining length of staple according to these standards is recommended. Photographs have been taken of the successive motions involved in this method and are reproduced in Plates V, VI, and VII.

PLATE V.



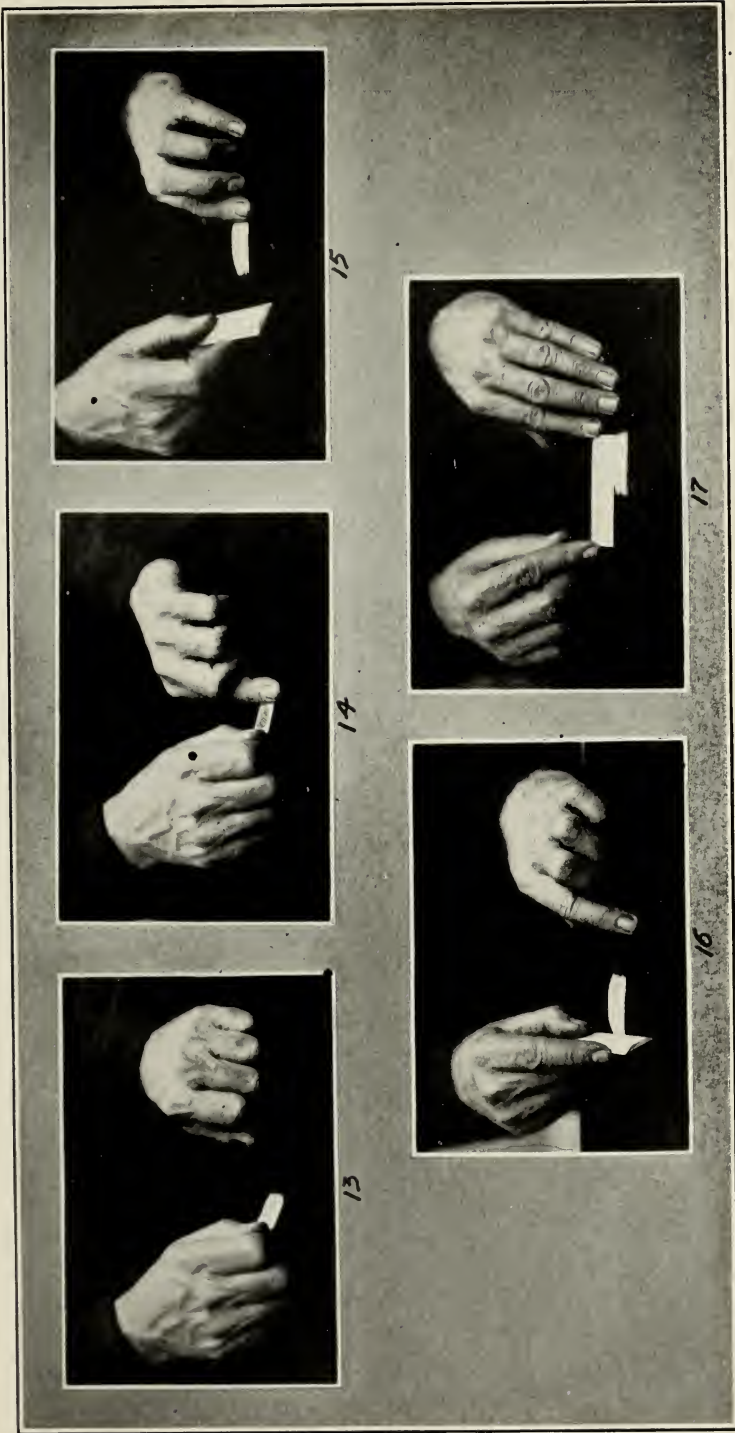
Method of pulling staple, i. e., separating a typical portion of the fibers of the cotton, in order to determine its length of staple.
 (See also Plates VI and VII.)

PLATE VI.



Method of pulling staple.—(Continued).

PLATE VII.



Method of pulling staple.—(Continued).

7. DETAILED DESCRIPTION OF METHOD OF PULLING STAPLE.

Grasp in the two hands a tuft of cotton of a size convenient for the purpose (about $\frac{1}{4}$ of an ounce), holding it firmly between the thumb and forefinger of each hand, with the thumbs placed together, the fingers being turned in toward the palms of the hands, and the middle joints of the second, third, and fourth fingers of each hand touching the corresponding joints of the fingers of the other hand, so as to give a good leverage for breaking the cotton. (See Plate V.—Fig. 1.)

Pull the cotton slowly apart with about the same leverage of each hand on the joints of the fingers, separating the tuft of cotton into two parts. (See Plate V.—Fig. 2.)

Discard the part remaining in the right hand. (See Plate V.—Fig. 3.)

Grasp with the thumb and forefinger of the right hand, the end of the tuft of the cotton retained in the left. The point of pressure on the cotton in the left hand is just below the joint of the thumb and at the nail joint of the forefinger. (See Plate V.—Fig. 4.)

With the right hand draw a layer of fibers from the cotton held in the left hand. (See Plate V.—Fig. 5.)

Retain in the right hand the layer so drawn. (See Plate V.—Fig. 6.)

Repeat this operation four or five times, placing each successive layer directly over the fibers previously drawn, using care to see that the ends of all the layers are even with each other between the thumb and forefinger of the right hand. (See Plate VI.—Figs. 7-8-9-10.)

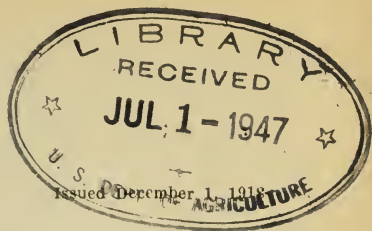
After discarding the cotton in the left hand, hold the fibers thus obtained between the thumb and forefinger of the right hand and smooth them with the thumb and forefinger of the left hand. (See Plate VI.—Figs. 11-12.)

Place these fibers on a flat horizontal surface with a black background. (See Plate VII.—Figs. 13-14-15.)

Block off the ends of the fibers with a cotton stapling rule, so as to indicate the length of the bulk, or body, of the fibers. (See Plate VII.—Fig. 16.)

Then measure the distance between the blocked-off ends. (See Plate VII.—Fig. 17.)

If preferred, the left hand may be substituted for the right and the right for the left, as the case may be, throughout the process here described.



United States Department of Agriculture

BUREAU OF MARKETS

CHARLES J. BRAND, Chief.

SERVICE AND REGULATORY ANNOUNCEMENTS

No. 42.¹

OPINIONS OF GENERAL INTEREST TO GRAIN DEALERS, INSPECTORS, AND OTHERS,

Regarding questions arising under the United States grain standards Act.

CONTENTS.

Page.	Page.
Statement of grade without indicating dockage not permissible when dockage is found. Inspection certificate: Statement of specific grade with statement of moisture or other factor which would throw grain into lower grade not permissible. No. 2 Red Winter, Smutty, not same grade as No. 2 Red Winter.....	3
Form of certificate for inspections by licensed inspectors of samples submitted by interested parties.....	4
Samples submitted for the purpose of assigning a grade thereto should be submitted to a licensed inspector....	5
Licensed inspector should not employ a sampler interested financially or otherwise in merchandising of grain or in grain elevators	5
Interested parties may secure information relative to grade assigned by officer of this Department to grain inspected by a licensed inspector only by filing appeal from such licensed inspector's grade	6
Service and Regulatory Announcements No. 40 does not supersede Service and Regulatory Announcements No. 26...	7
Rye standards not having been established, rye is not now subject to the provisions of the United States grain standards Act	8
"In" and "out" inspection at point en route on shipments between noninspection points	9
Inspection of heavily loaded cars when reconsigned	10
Unofficial standards under guise of sample transactions cannot be substituted for official standards.....	10
Inspectors may grade samples submitted by dealers. Certificate must show grade applies to samples only and not to whole car.....	11

¹ Previous numbers in this series which relate to the United States grain standards Act are Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40.

Sample
Inspection

Grain Inspection Certificate

No. Or inal

Name of organization or inspector

Name of city

Name of state

19

I Herby Certify that I hold a license under the United States grain standard Act to inspect and grade the kind of grain covered by this certificate, that on the above date I inspected and graded the following lot or parcel of grain; and that the grade thereof, according to the official grain standards of the United States, is that stated below:

Sample identified as

Kind

Amount of Sample

Furnished and represented by

as having been taken from

Grade of sample

Analysis

The grade assigned in this certificate applies only to the sample described.

Licensed Inspector

Fig. 1. A form of grain inspection certificate approved by the Department of Agriculture for use by independent inspectors, by inspectors employed by chambers of commerce or other similar organizations, or by State inspection departments. Adopted for grading of samples of grain only.

1. STATEMENT OF GRADE WITHOUT INDICATING DOCKAGE NOT PERMISSIBLE WHEN DOCKAGE IS FOUND. INSPECTION CERTIFICATE: STATEMENT OF SPECIFIC GRADE WITH STATEMENT OF MOISTURE OR OTHER FACTOR WHICH WOULD THROW GRAIN INTO LOWER GRADE NOT PERMISSIBLE. NO. 2 RED WINTER, SMUTTY, NOT SAME GRADE AS NO. 2 RED WINTER.

DEAR SIRs: Receipt is acknowledged of your letter dated You ask to be advised regarding three points in connection with the enforcement of the official grain standards of the United States for wheat; namely, (1) the right of a shipper to invoice wheat as No. 2 Red Winter without allowing dockage on the invoice in a case where the certificate of grade covering the wheat showed its grade to be No. 2 Red Winter, dockage 1 per cent; (2) the right of an inspector licensed under the Act to show on the face of his certificate of grade a percentage of moisture content of the wheat which, in accordance with the official standards, would make the grade lower than that stated on the certificate; (3) whether No. 2 Red Winter is the same grade as No. 2 Red Winter Smutty for the purpose of fulfilling a contract of purchase or sale, which contract specified delivery of No. 2 Red Winter wheat.

Receipt is also acknowledged of your letter dated August 18, stating that the question which you raised regarding dockage may be disregarded by the Department for the purpose of reply, because dealers from whom you purchase wheat have agreed to make allowance in a manner satisfactory to you for the dockage in wheat which they ship to you.

This Bureau is glad to note that the manner of settlement for dockage contained in wheat moving into your section of the country has been satisfactorily arranged. However, in reply to your first inquiry you are advised that section 4 of the Act provides in part, in substance, that no person shall in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice relating to, the shipment in interstate or foreign commerce of any grain for which standards shall have been fixed and established under the Act, describe or in any way refer to such grain as being of a grade other than a grade fixed therefor in the official standards. The official standards for wheat require that dockage as defined therein must be determined and, if present in the wheat to the extent of one per centum or more, a statement thereof shall be added to the grade designation. Consequently, a statement of grade which does not contain the required statement of dockage, as above indicated, does not comply with section 4 of the Act.

With reference to your second question, it is believed that the grain inspection certificate, a copy of which you enclosed, issued by a licensed inspector located at....., showing that a lot of wheat to which he assigned a grade of No. 2 contained 15 per centum of moisture, is in error because of clerical carelessness rather than any misconduct or misunderstanding of the official standards on the part of the licensed inspector. It is noted that the grade designation remarks contained in the certificate were typewritten on the form. However, you are correct in your assumption that a certificate which shows the numerical grade of the grain to be No. 2, and at the same time incorporates a statement of an analysis inconsistent with the grade assigned, is not in accordance with the rules and regulations under the Act. The certificate in question will be forwarded to the grain supervisor in charge of the Office of Federal Grain Supervision at....., with the view of determining just where the trouble lies, and with the further view of having certificates of inspection issued by licensed inspectors properly executed.

Regarding your third question, you are advised that for the purposes of the Act the Department does not consider No. 2 Red Winter as being the same grade as No. 2 Red Winter Smutty. Accordingly, wheat of the grade No. 2 Red Winter Smutty could not be delivered in fulfillment of a contract permitting the delivery of wheat of the grade of No. 2 Red Winter only, but whether the contract has that effect depends entirely upon the exact terms incorporated in it.

2. FORM OF CERTIFICATE FOR INSPECTIONS BY LICENSED INSPECTORS OF SAMPLES SUBMITTED BY INTERESTED PARTIES.

DEAR SIR: Receipt is acknowledged of your letter under date of..... You state that certain flour mills in.....wish inspection on all wheat purchased by them, and as the greater part of this wheat is shipped in interstate commerce from points where there are no licensed inspectors, and no such inspector en route, and as the number of such shipments is not sufficiently large that a reasonable fee would repay the.....Grain Exchange for the expense of locating a sampler to sample such shipments, the mills have asked licensed inspectors to fix the grade and dockage on these shipments from samples furnished by one or the other of the interested parties. You submit a sample of the proposed special certificate to be issued in such cases.

It is inferred that by the proposed plan samples drawn and submitted by one of the interested parties to the transaction would be graded by the licensed inspector.

A certificate so issued might sometimes be used as evidence that a certain lot, perhaps a carload of grain, is of a grade specified on such certificate, and, since the sampler in this case is not a disinterested party in the employ of the Inspection Department or under the direction of the licensed inspector, the sample submitted may or may not be representative of the lot or parcel of grain so certified. In this connection section 12 of regulation 2 of the Rules and Regulations of the Secretary provides in part:

"No licensed inspector shall issue a certificate of grade for any grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain, and be made under conditions which permit the determination of its true grade."

Therefore, in the opinion of this Bureau, the licensed inspector who assumes responsibility for the correctness of such certificate would be in doubt as to the sample being a representative one.

The Department has no objection to the inspection and grading, by licensed inspectors, of samples submitted to them for the purpose above referred to, but the grade stated on the certificate should have reference merely to the grain comprising the sample at the time and place of inspection; it may, or may not, be the grade of the lot or parcel of grain from which the sample was taken.

It is desirable that the certificate in each instance shall so state the circumstances as to obviate as far as practicable the possibility of the illegal or mistaken use of same. It is believed that if the amount stated on the certificate be given in terms of weight or measure of the grain in the sample submitted, which may be identified by a number or letter by the party submitting same, the certificate will then not be open to the objections above mentioned.

A copy of a suggested form of certificate which could be used in cases where the licensed inspector does not actually take, or supervise the taking of, a sample, and where a certificate is designed merely to show the grade of the grain comprising the sample which may, or may not, be actually representative of the entire lot or parcel of grain from which the sample is taken, is enclosed. (See figure 1.) It is believed that such certificate would meet the requirements of the flour mills in your vicinity.

You are requested to transmit to the mills referred to in your letter the views of this Bureau as herein set forth.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

3. SAMPLES SUBMITTED FOR THE PURPOSE OF ASSIGNING A GRADE THERETO SHOULD BE SUBMITTED TO A LICENSED INSPECTOR.

DEAR SIR: Reference is made to copies of your letters of.....to theCompany,,, and of..... to the..... Company,,, advising them respectively of the grade of certain samples of wheat submitted by them to you for that purpose.

Your attention is called to the fact that, under the United States grain standards Act, the function of grading grain and informing interested parties of the results thereof is committed in the first instance to the inspectors holding licenses issued for that purpose to them by the Secretary of Agriculture, and that it is only in respect to the grade of grain involved in an appeal or dispute properly referred to the Department's officers for determination that officers of the Department are expected to advise interested parties. This does not mean that supervisors are required to refrain from giving all possible information in respect to the application of standards for grain and kindred subjects within the knowledge of the supervisor, but the giving of such information should stop short of providing information as to the actual grade of any lot or parcel of grain not the subject of an appeal or dispute, so that the function of grain supervisors may be kept separate and distinct from that of inspection and grading of grain. Any other policy might lead to friction or misunderstanding in case the grain from which the sample submitted for grading to the supervisor was taken should become thereafter the subject of an appeal or dispute, resulting in the assignment of a grade different from that assigned to the sample.

It is suggested, therefore, that in the future when samples are submitted to you for the purpose of assigning a grade thereto you will advise the persons so submitting the samples that they should be submitted to some licensed inspector for that purpose, explaining at the same time the respective functions of the supervisors and licensed inspectors under the law.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

4 LICENSED INSPECTOR SHOULD NOT EMPLOY A SAMPLER INTERESTED FINANCIALLY OR OTHERWISE IN MERCHANDISING OF GRAIN OR IN GRAIN ELEVATORS.

DEAR SIR: Reference is made to the conversation had by you with Mr. of this Bureau at the time of his recent visit to concerning the failure to advise you specifically in regard to one of the matters brought up in your letter of concerning the employment by

licensed inspector of of a sampler at,, who is also an employee of a mill at that place. It is understood that the wheat so sampled is purchased by and ground at the mill employing the sampler.

It is manifest that correct grading depends primarily upon the representative character of the sample in any case where the inspection is based upon a sample taken from the lot or parcel of grain to be graded. Section 12 of regulation 2 of the Rules and Regulations prohibits the issuance of a certificate of grade by a licensed inspector in connection with any inspection and grading of grain unless based, first, upon a correct and representative sample of the grain. Responsibility for the correctness of the grade assigned, which carries with it responsibility for the representative character and correctness of the sample upon which the grade is based, in the last analysis rests upon the licensed inspector. This has been the uniform holding of the Department. At the same time it is none the less the duty of the Department to refrain from approval of a practice which, if followed, might lead to incorrect application of the standards by an inspector, through inadvertence. Since the correctness of grade assigned is so greatly dependent upon the representative character of the sample which formed the basis for the determination of the grade, it is felt that it would be just as improper, from the standpoint of efficiency of supervision in the interests of correct and uniform application of the standards, to permit the drawing of samples for a licensed inspector by a person who is employed by a mill buying the grain as it would be to permit the inspection and assignment of grade to be performed by a licensed inspector likewise employed by such mill.

For this reason it is believed that no inspector holding a license to inspect and grade grain for which standards have been fixed and established under the Act should, in connection with the performance of his duties under the Act and the regulations, employ the services of a sampler who is, at the same time, "interested, financially or otherwise, directly or indirectly, in any grain elevator or warehouse, or in the merchandising of grain," or who is "in the employment of any person or corporation owning or operating a grain elevator or warehouse."

If Mr. has in his employ as a sampler a person who, at the same time, is otherwise employed in any capacity prohibited by the law to the inspector employing him or who is, at the same time, interested in a manner not permitted to such inspector, you will at once bring the views expressed herein to his attention, and advise this Bureau of his intentions with respect to the employment of such a person as a sampler.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

5. INTERESTED PARTIES MAY SECURE INFORMATION RELATIVE TO GRADE ASSIGNED BY OFFICER OF THIS DEPARTMENT TO GRAIN INSPECTED BY A LICENSED INSPECTOR ONLY BY FILING APPEAL FROM SUCH LICENSED INSPECTOR'S GRADE.

DEAR SIR: Your letter of has been received. It is noted that a car of wheat shipped to you by Brothers of was graded by an inspector at point of origin as No. 1 Mixed Wheat, 60 pound test. On arrival at your city it was graded by a licensed inspector there as No. 3 Mixed, 58 pound test. At your request, Federal Grain Supervisor made an examination of the wheat. You did not file an appeal from

the grade assigned the grain by the licensed inspector at your city, but nevertheless you are of the opinion that you should be advised by the Supervisor as to the results of his investigation.

The Federal Grain Supervisor advises that he explained to you heretofore that the United States grain standards Act contemplates that information as to the grade assigned by an officer of this Department to a lot or parcel of grain, after such grain has been inspected and graded by a licensed inspector, may in a proper case, be secured by interested parties by filing an appeal from the licensed inspector's grade, but you were not inclined to avail yourself of this privilege.

A representative of this office will be in your vicinity some time during the early part of and will take occasion to call on you personally and advise you further in respect to the matter.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

6. SERVICE AND REGULATORY ANNOUNCEMENTS NO. 40 DOES NOT SUPERSEDE SERVICE AND REGULATORY ANNOUNCEMENTS NO. 26.

DEAR SIR: Reference is made to your letter of November 18, 1918, addressed to Mr. Philip Rothrock, of this Bureau, in which you request the "opinion of the Department of Agriculture as to whether or not Circular No. 40 supersedes Circular No. 26 and whether inspectors may continue to use out-certificates on the basis of sampling for the in-inspection if the inspector desires to do so."

Service and Regulatory Announcements No. 40 (Markets), to which you refer, does not supersede or in any way modify Service and Regulatory Announcements No. 26 (Markets).

No. 40 was issued for the purpose of calling to the attention of grain dealers certain classes of violations of the United States grain standards Act which have come to the attention of the Bureau of Markets. It defines in a general way the requirements imposed upon shippers by section 4 of the United States grain standards Act, particularly with reference to the "out" inspection of grain following the "in" inspection of the same grain in the same market. An example is given of an interstate shipment and a corresponding transaction for which an "out" inspection would be required and with respect to which a prior "in" inspection would not suffice.

Service and Regulatory Announcements No. 26, item 25, among other things, discusses the question of whether or not an inspector must obtain a new sample for the purpose of an "out" inspection when he already has a sample obtained for the purpose of a prior "in" inspection. The paragraphs of that opinion which are most important in this connection read as follows:

If the particular case in question be of the kind described above and be the inspection point for both shipments, there must be an inspection point for each shipment, evidenced, respectively, by an "in" and "out" certificate. This does not mean necessarily in such a case that the inspector shall re-sample the car for the purpose of issuing the "out" certificate.

If the consignee of the first shipment knew at the time of its arrival that the corn was expected to move out on the afternoon of the same day in the second shipment, it would seem, as a matter of convenience to himself and the inspector, that he should ask for both inspections at the same time. In

such a case, if the Act and the rules and regulations thereunder be otherwise complied with, the inspector could make one sampling of the car suffice for both inspections and certificates.

For various reasons, however, it might not be practicable to ask for the "out" inspection certificate until after the "in" inspection certificate had been issued. Even then it does not follow that it would be necessary to resample the car. Some time must have elapsed between the sampling of the car and the issuance of the "in" inspection certificate. When it is proposed to move the grain out the same day, but little additional time will elapse before the "out" inspection certificate is desired. Ordinarily the inspector's responsibility would not be increased. It would seem, then, under most conditions in the case you present that he should be satisfied with the sampling already done and should issue the "out" inspection certificate on the basis of the results already obtained without resampling.

It is thought that for such cases the inspector might materially reduce the fee charged for the "out" certificate to an amount almost nominal, but sufficient to cover the time and material required to issue the certificate.

It may be that there would be times—for example, during the spring of the year or when there is otherwise likelihood of rapid deterioration—that the inspector would feel that there was an added risk that he would not care to assume. In that case he should resample the car. It is necessary that he exercise reasonable discretion in the light of the existing conditions.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

7. RYE STANDARDS NOT HAVING BEEN ESTABLISHED, RYE IS NOT NOW SUBJECT TO THE PROVISIONS OF THE UNITED STATES GRAIN STANDARDS ACT.

DEAR SIR: Your letter under date of.....addressed to the Office of Federal Grain Supervision, has been referred to this Bureau for attention and reply.

You state that you desire information relative to the shipment of a carload of rye. By a proclamation of the President under the food control law, wheat and rye were placed under certain regulations by the Food Administration and the control of the purchase and sale of such grain has been given to the Food Administration Grain Corporation.

This Department is charged with the supervision of the inspection and grading of grain under the United States grain standards Act. The requirements of the Act specifically apply only to grain for which standards have been fixed and established by the Secretary of Agriculture. Since standards have been fixed and established for wheat and shelled corn only, at the present time rye is not subject to the provisions of the Act.

It is believed that the Grain Corporation can give you the desired information relative to the shipping of rye and your letter is being referred to Mr. at, the Grain Corporation agent for the grain zone in which you are located, for further attention and reply.

If there are any points in reference to the inspection and grading of grain under the United States grain standards Act upon which your mind is not clear, this Bureau will be glad to answer you upon request.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

8. "IN" AND "OUT" INSPECTION AT POINT EN ROUTE ON SHIPMENTS BETWEEN
NONINSPECTION POINTS.

DEAR SIR: Your letter of has been received. You state that the Company has sold some grain originating at a country point in Missouri where there is no licensed inspector for shipment by grade to, Texas, also a noninspection point; that the cars are billed to your market to secure official weights and grades where they are inspected by a licensed inspector upon arrival; that unloading the cars is necessary to secure weights, after which the grain is dropped back into the same car from which it was taken; and that affidavits could be furnished by the elevator company to the effect that the identity of the grain has not been lost. You request to be advised whether it is necessary to have a second inspection made on these cars, or whether the "in" inspection at your market suffices to rebilling through to, Texas.

The facts necessary for reply as requested are not sufficiently set forth in your letter. Under the third proviso to section 4 of the Act no inspection is necessary if the grain is shipped, pursuant to a single transaction, from a noninspection point in Missouri to, Texas, also a noninspection point, but the grain may be inspected en route at your market should the parties so desire and arrange. In making such an inspection, the licensed inspector would be obliged to comply with the rules and regulations under the Act to the same extent as in the case of inspections which are required thereunder, and there would be the same right to appeal from his determination to the Secretary of Agriculture. The views of this Bureau on this point are set forth in Service and Regulatory Announcements No. 18, item 8. Such an inspection, not being one required under the Act to be made, it is immaterial whether the inspection be actually "in" or "out," but the certificate should show that it is an en route or transit inspection. The preservation of the identity of the grain, on account of its unloading and reloading at your market to enable the weighing thereof, is a matter which the parties should provide for in their contracts.

On the other hand, if, as a matter of fact, two shipments of the grain in question take place, one from the country point in Missouri to your market, and another after the grain has been weighed and reloaded to, Texas, both an "in" and an "out" inspection would be necessary at your market if the shipments are pursuant to transactions by which the grain is sold, offered for sale or consigned for sale by grade, since section 4 requires that grain for which standards have been fixed, which is sold, offered for sale, or consigned for sale by grade and shipped or delivered for shipment in interstate or foreign commerce, must be inspected, either at point of shipment, or at a point en route, or at destination unless the shipment be from a point where no inspector licensed under the Act is located, to a point where no such inspector is located. (Service and Regulatory Announcements No. 26, item 25.)

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

9. INSPECTION OF HEAVILY LOADED CARS WHEN RECONSIGNED.

DEAR MR.: I have your letter of quoting inquiry from , attorney and traffic manager for the Grain Exchange:

"Will you kindly advise me whether or not it is permissible to ship a heavily loaded car of grain, accompanied by certificate such as provided for in Amendment No. 2 to Circular No. 70, issued by the U. S. Department of Agriculture, under date of June 20, 1917, to an interstate point at which point there is no government inspection, or is such a shipment in violation of section 4 of the Act? Thanking you for an early reply, I am."

Amendment No. 2 to Circular No. 70, Rules and Regulations of the Secretary of Agriculture, under the U. S. grain standards Act, provides for the issuance of certificates covering heavily loaded cars only in cases of "in inspection." You will also note that subdivision 5 of this amended paragraph provides that no certificate of grade of the kind described in the paragraph shall represent the grade of the lot or parcel of grain described in the certificate after such lot or parcel shall have left the place of inspection for which the certificate was issued. You will understand, of course, that a heavily loaded car which was inspected "in" at (an inspection point), and which was reconsigned to or through another inspection point could be shipped out subject to inspection at such inspection point without further inspection at This would not be the case, however, if the shipment were reconsigned from to a noninspection point without passing through an inspection point en route. In such case, if the grain (at the present time corn or wheat only) were sold, offered for sale, or consigned for sale by grade and shipped from in interstate or foreign commerce, an inspection for that shipment must be obtained at , which under the regulations must be based upon a correct and representative sample and evidenced by an "out inspection" certificate. The "in inspection" certificate under amendment No. 2 above mentioned would not suffice.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

10. UNOFFICIAL STANDARDS UNDER GUISE OF SAMPLE TRANSACTIONS CANNOT BE SUBSTITUTED FOR OFFICIAL STANDARDS.

GENTLEMEN: Receipt is acknowledged of your letter under date of in which you state that you recently made a sale of a lot of shelled corn on the basis of being "Equal to Sample C, Moisture not to exceed 15 per cent." You state further that upon loading this corn, which was graded "Equal to Sample C, Moisture 15 per cent" by a licensed inspector, you requested certificates incorporating this memorandum but your request was denied on the ground that it was unlawful to show the moisture content in connection with an "Equal to Sample" certificate unless the grade was also shown.

You state further that this corn was not sold by grade and under the terms of your contract a grade was neither necessary nor desired but the moisture content officially ascertained was very essential and your contention is, that, while the moisture test is a part of the grain standards for corn its use is not prohibited by the requirements of section 4 of the grain standards Act. You ask that this Bureau immediately instruct the supervisor at in case your contention in the premises is sustained in order that you can proceed with your contracts.

It is assumed from your letter that the shelled corn referred to is involved in transactions involving the sale, offer for sale, or consignment for sale of grain shipped or delivered for shipment in interstate or foreign commerce from points at which licensed inspectors are located under the United States grain standards Act. The information, therefore, apparently desired by you is whether such a sale is a sale by grade, and if not a sale by grade whether a certificate can be issued by a licensed inspector, certifying that the corn in question is equal to sample and stating the moisture content.

It would seem from your letter that you sold the corn to be equal to a certain standard, that is to say, a sample marked "C" plus a specified moisture content—not to exceed 15 per cent. Much essential information is lacking, but in the light of the few facts furnished it may well be that you also have samples designated as "A" and "B," and perhaps others. It may also be that sample "C" and the others, if any, represent certain limits with respect to all, or substantially all, of the factors usually considered in the commercial grading of corn, and that the moisture requirement not represented in the sample completes the specifications. Moreover, the parties themselves do not seem to be the judges of whether or not the corn meets the standard thus erected and the licensed inspector is asked to determine the fact and certificate the result according to such standard. Obviously, in this manner, it would be easy to supplant the official standards by unofficial standards under the guise of sample transactions. In the circumstances, this Bureau feels that it would not be proper to hold that you would be permitted to ship without the inspection and certification contemplated by the Act. Consequently, upon the state of facts presented, this Bureau will be unable to instruct supervisors or licensed inspectors to act in accordance with your request.

Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

II. INSPECTORS MAY GRADE SAMPLES SUBMITTED BY DEALERS. CERTIFICATE MUST SHOW GRADE APPLIES TO SAMPLES ONLY AND NOT TO WHOLE CAR.

DEAR SIR: Receipt is acknowledged of your letter under date of..... You desire information as to whether a licensed inspector may inspect samples forwarded to him by firms outside of his city and issue official inspection certificates thereon, where such samples have been taken from cars of grain shipped or delivered for shipment in interstate or foreign commerce between noninspection points and sold, offered for sale, or consigned for sale by grade, it being understood that such inspection certificates would merely represent the grade of the sample and not the grade of the car.

In reference to such shipments, section 12 of regulation 2, of the Rules and Regulations of the Secretary of Agriculture provides in part that no licensed inspector shall issue a certificate of grade for any grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain, and be made under conditions which permit the determination of its true grade. However, no distinction is made in the Act between large and small shipments, and if under any particular set of circumstances, the requirements of the Act would apply to a carload, they would also, under the same circumstances, apply to a shipment consisting of a small lot or parcel of grain.

The Department has no objection to the inspecting and grading of such samples by inspectors licensed under the Act, but it should be remembered

that the grade stated necessarily has reference merely to the grain comprising the sample at the time and place of inspection and it may or may not be the grade of the lot or parcel of grain from which such sample was taken.

Therefore, it is desirable that the certificate shall so state the circumstances as to obviate, as far as practicable, the possibility of illegal or mistaken use of such certificate. The use of the car number and initials of the carload in question on the certificate in this case might lead to an improper use of such certificate as covering the entire lot contained in the car. It is believed that, if the amount stated on the certificate be given in terms of weight or measure of the grain in the sample submitted, the certificate will not be open to the objections above mentioned. Identification of the certificate with the sample or lot inspected can be accomplished by the use of some number appearing on the sample container, or reference to the letter of transmittal thereof.

You state that such certificate would be used by the parties in arriving at the terms of settlement. The Department has no objections to the use of such certificate, provided the certificate clearly states all the facts involved in its issuance, so that the parties to the transaction will understand and not be in doubt as to its contents.

You are hereby instructed to notify such licensed inspectors in reference to inspections made on samples above mentioned, explaining carefully the contents herein. (In this connection see item 2 of this issue of Service and Regulatory Announcements.)

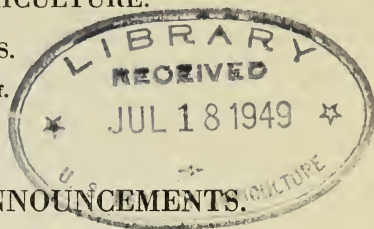
Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

U. S. DEPARTMENT OF AGRICULTURE.

BUREAU OF MARKETS.

CHARLES J. BRAND, Chief.



SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 43.

SALE OF
NITRATE OF SODA TO FARMERS
BY THE
UNITED STATES GOVERNMENT.

1919

AUTHORITY FOR ACTION.

Section 27 of the Food Control Act (Public No. 41, 65th Congress) is as follows:

Sec. 27. That the President is authorized to procure, or aid in procuring, such stocks of nitrate of soda as he may determine to be necessary, and find available, for increasing agricultural production during the calendar years nineteen hundred and seventeen and eighteen, and to dispose of the same for cash at cost, including all expenses connected therewith. For carrying out the purposes of this section, there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, available immediately and until expended, the sum of \$10,000,000, or so much thereof as may be necessary, and the President is authorized to make such regulations, and to use such means and agencies of the Government, as in his discretion, he may deem best. The proceeds arising from the disposition of the nitrate of soda shall go into the Treasury as miscellaneous receipts.

The urgent deficiency Act, approved March 28, 1918, provides as follows:

The proceeds heretofore or hereafter received from the disposition of nitrate of soda under the appropriation of \$10,000,000 contained in section twenty-seven of the Act approved August tenth, nineteen hundred and seventeen, shall be credited to the said appropriation of \$10,000,000 and be available for the purposes authorized in the said section during the period of the existing war as defined by section twenty-four of the said Act.

The Act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1919, approved October 1, 1918, provides as follows:

That any moneys heretofore or hereafter received by the United States for or in connection with the disposition of nitrate of soda pursuant to section twenty-seven of the Act entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August tenth, nineteen hundred and seventeen (Public Numbered Forty-one, Sixty-fifth Congress), are hereby appropriated and made immediately available as a revolving fund to be used at the discretion of the President for further carrying out the purpose of said section and extending its operation throughout the period of the existing war as ascertained and proclaimed in accordance with section twenty-four of said Act: Provided, That nothing herein shall be construed as prohibiting the sale or disposal of any nitrates remaining on hand at the time of, or contracted for previous to, such termination.

Under the authority of these provisions of law the President designated the War Industries Board to make arrangements for the purchase of nitrate of soda and designated the Secretary of Agriculture to sell it to farmers. Arrangements have been made for the purchase of nitrate to be delivered to farmers during the months from January to June, 1919, inclusive, and the Secretary of Agriculture announces the following plan for its sale and distribution.

PLAN OF PROCEDURE.

SECTION 1. PUBLICITY.

Paragraph 1. It will be impossible to make a personal canvass of the farmers to ascertain their needs for nitrate and to arrange for its sale to them. Through the distribution of nitrate last season farmers are more or less familiar with the general plan of procedure followed. Copies of this circular will be distributed by the county agricultural agent and the members of the local committee provided for in Section 3, and notices calling attention to the sale of nitrate will appear in newspapers.

By these methods farmers will be directed to the persons with whom they can definitely place their applications for nitrate. At the discretion of the county agricultural agent and the local committee provided for in Section 3, public meetings may be held in each county, at which meetings the county agricultural agent or members of the local committee will explain the plan for the sale and distribution of nitrate.

SECTION 2. PURCHASERS AND PRICE OF NITRATE.

Paragraph 1. Nitrate will be sold to farmers for cash at cost. Land holders or owners desiring to purchase nitrate for use on their lands by their tenants will be held to be included in the term "farmers" as here used.

Paragraph 2. The price of the nitrate to the farmers will be \$81.00 per ton of 2,000 pounds, free on board cars at loading point or port. This price includes all charges, such as wharfage, handling, sacking, weighing and loading

on the cars, and other expenses necessarily incurred in procuring and disposing of the nitrate. In addition to this price the farmer will have to pay the freight to his shipping point. It is to be understood of course that the farmer will provide for unloading of nitrate from the cars at his shipping point.

Paragraph 3. The nitrate will be shipped from a number of points in different parts of the country, and every effort will be made to ship nitrate to each farmer from the point most convenient to him so as to make the freight charge as small as possible.

SECTION 3. AGENCY TO RECEIVE APPLICATIONS FOR NITRATE.

Paragraph 1. Farmers desiring to purchase nitrate must file their applications with the county agricultural agent or with some member of the local committee appointed in accordance with this section. In any county having more than one county agricultural agent, the State Director of Extension may designate any number or all of such agents to perform the duties assigned to the county agricultural agents by this circular.

Paragraph 2. In each county in which there is a county agricultural agent, such agent will appoint a committee of three or more local business men to assist him in the sale of nitrate. These men will be appointed from different parts of the county so that they may be easily accessible to the farmers and their names will be announced in local newspapers and may be ascertained from the county agricultural agent. When desirable to facilitate the sale and distribution of nitrate, the State Director of Extension, with the approval of the Chief of the Bureau of Markets, may appoint an additional committee to arrange for such sale and distribution and may direct their activities.

Paragraph 3. In each county in which there is no county agricultural agent, a committee of three or more local business men will be appointed by the State Director of Extension to arrange for the sale of the nitrate. The chairman of such committee will perform the duties assigned to the county agricultural agent by this circular. A farmer living in such county and desiring to make application for nitrate should, if he does not know the members of the local committee for his county, address an inquiry to the State Director of Extension for his State. The post office address of the State Director of Extension for each State is given in Section 7 of this circular.

SECTION 4. APPLICATIONS FOR NITRATE.

Paragraph 1. The county agricultural agent and the members of the local committee will be provided with copies of application blanks to be filled out and signed by farmers. Following is the form of this application blank:

APPLICATION FOR NITRATE OF SODA.

To the Secretary of Agriculture, Washington, D. C.:

I hereby make application, under the terms of Section 27 of the Food Control Act (Public No. 41, 65th Congress) and subsequent legislation relating thereto, for nitrate of soda for use on my farm during the calendar year 1919, subject to the following terms and conditions:

(1) I am a farmer.

(2) I will use on my farm any nitrate sold to me as a result of this application and I will not resell any of such nitrate except as a land holder or owner to my tenants for use on my land, and then not at a price exceeding the actual cost of the nitrate to me.

(3) This application shall be binding upon me for the quantity of nitrate applied for, or any part of it that may be allotted to me by the Federal Government. The Federal Government reserves the right to allot to me a smaller quantity of nitrate than that herein applied for, or to reject my application altogether for good cause, and assumes no liability for non-delivery to me of nitrate in accordance with this application.

(4) The Federal Government reserves the right, if it should become essential for the conservation of car space, to make shipments of nitrate in carload lots only.

(5) I will pay for the nitrate herein applied for, or any portion of it that may be allotted to me by the Federal Government, at the rate of \$81.00 per ton of 2000 pounds, gross weight, free on board cars at the loading point or port. I will pay, in addition, the freight charges to my shipping point.

(6) Upon notice from the authorized representative of the Department of Agriculture I will deposit with a bank, association or individual designated by the Secretary of Agriculture to act as my agent for the purpose, a sum of money for transmission to Washington sufficient to pay the above specified price of the nitrate free on board cars at the loading point or port. Upon request by the authorized representative of the Department of Agriculture, I will pay the freight charges, at the time specified by him, to the authorized agent of the railroad or railroads over which the nitrate is shipped, or to the port distributor, or to the consignee, or to the person having custody of the nitrate, designated by the representative of the Department of Agriculture for the purpose.

(7) I will keep in touch with the county nitrate distributor or such other person as may be conducting the distribution of the nitrate in my county, in order to learn what steps it is necessary for me to take to secure delivery of the nitrate for which I have applied. In case it shall be found that it is not practicable to ship any part of the nitrate covered by this application so as to reach my shipping point in the ordinary course of transportation in time for use as specified in this application, I will have the option, by notifying the Chief of the Bureau of Markets of the Department of Agriculture, Washington, D. C., to withdraw my application to the extent of such part of the nitrate. In case I so notify the Chief of the Bureau of Markets, the amount of money, if any, theretofore deposited to pay for the nitrate of soda not shipped will be refunded to me. If, however, notice of the withdrawal of my application does not reach the Chief of the Bureau of Markets in time for shipment of the nitrate to be stopped, I will accept the nitrate upon its arrival at my shipping point. In case I do not so notify the Chief of the Bureau of Markets the nitrate may be shipped at a later date. I will pay for and accept delivery of the nitrate for which I have applied, or any portion of it, at any date earlier than the month in which I have stated that I desire to use the nitrate, if the Federal Government should desire to make delivery prior to such month.

(8) I will accept the weight made at the loading point or port for nitrate delivered to me in bags weighed individually at the loading point or port, or if an entire carload of nitrate is delivered to me. If only a part of a carload is delivered to me and the bags have not been weighed individually at the loading point or port, I will accept the weights made by the person

distributing the carload or by some other person designated by him to weigh the nitrate.

(9) I desire the quantity of nitrate stated on the following page on the reverse side of this application for use on my crops as follows:

(NOTE: No application for less than 200 pounds, or one-tenth of a ton, will be accepted. All applications must be made in terms of tons and tenths of a ton.)

ON TRUCK CROPS.

Name of crop.	Number of acres.	Pounds per acre.	Total number of pounds.

ON GRAIN.

Name of crop.	Number of acres.	Pounds per acre.	Total number of pounds.

ON COTTON.

Number of acres.	Pounds per acre.	Total number of pounds.

ON OTHER CROPS.

Name of crop.	Number of acres.	Pounds per acre.	Total number of pounds.

TOTAL QUANTITY TO BE USED ON ALL CROPS AND HEREBY APPLIED FOR—
Stated in terms of tons (2,000 pounds each) and tenths of a ton.....Tons.

(10) I desire the nitrate for use as follows:

Quantity (tons and tenths of a ton).	Month in which use is desired.	Latest date on which nitrate can be used.

(11) The number of pounds per acre stated in the above tables is a reasonable quantity for the specified crops.

Signature of Farmer.....County.....
(Write very plainly).

Post Office.....Shipping Point.....

State.....Date....., 1919.

The county agricultural agent and local committee will fill the following blanks:

Number of this Application	Check here.		Remarks.
	Approved	
	Disapproved	
	Excessive	

If application is excessive what quantity would be reasonable for the applicant?.....

.....
Signature of county agricultural agent or committee chairman submitting this application to the Secretary of Agriculture:

.....Post Office.....

County.....State.....

LEAVE THIS SPACE BLANK.

Allotted.....tons

Paragraph 2. Particular attention is called to—

(a) The statement that the farmer will use nitrate sold to him on his farm and that he will not resell any such nitrate except as a land holder or owner to his tenants for use on his land, and then not at a price exceeding the actual cost to him. As stated in Paragraph 1 of Section 2, nitrate sold by the Government is not intended to come into the hands of dealers, but to be used by the farmers purchasing it.

(b) The statement of the month or months in which it is desired to use the nitrate and the latest dates on which it can be used. Every effort will be made to deliver the nitrate in time for its use as specified in the application. Nitrate for certain crops will be needed earlier in the season than nitrate for certain other crops, and so farmers are requested not to specify earlier dates than necessary.

(c) The statement of the total quantity applied for. For convenience in handling and distribution, nitrate will be shipped as far as possible

in bags of 200 pounds each. In the application, therefore, the total quantity of nitrate applied for should be stated in terms of tons and tenths of a ton. No application for less than 200 pounds, or one-tenth of a ton, will be accepted.

(d) The statement that the application shall be binding upon the farmer for the quantity of nitrate applied for or any part of it that may be allotted to him by the Government. The Government, however, expressly reserves the right to allot to the farmer a smaller quantity of nitrate than that which he applies for, or to reject his application entirely for good cause. If the total quantity of nitrate applied for by farmers exceeds the quantity for sale by the Government, it will be necessary, in fairness to those making application, to allot the nitrate proportionally to those applying for it so that all may participate on equal terms in its distribution. It is therefore necessary that the Government reserve the right to allot to each farmer a smaller quantity of nitrate than that which he applied for. If it is found that any applicant is seeking nitrate for any purpose other than for use on his farm, or that he is not, or will not be, financially able to meet the payment required, or that the application ought to be rejected for any other good and sufficient cause, it will be rejected.

(e) The statement that the Federal Government reserves the right, if it should become essential for the conservation of car space, to make shipments of nitrate in carload lots only. This does not mean that applications for less than a carload lot will not be granted. However, freight rates for carload lots are lower than freight rates for less than carload lots even when it is possible to secure delivery in less than carload lots. Besides, delivery in carload lots is usually made more quickly than delivery in less than carload lots. In addition, shipping in carload lots will contribute to the conservation of car space, which is highly desirable.

(f) The statement by the farmer that upon notice from the county agricultural agent he will deposit with a local bank, association, or individual, a sum of money sufficient to pay for the nitrate, free on board cars at the loading point or port. As pointed out above, the law requires that the nitrate shall be sold for cash. On account of the inconvenience that would arise from a large number of individual remittances to Washington in payment for nitrate, some local bank, association, or individual will be designated by the Secretary of Agriculture to act as the farmers' agent to receive money in payment for nitrate and to transmit it to Washington. Unless the county agricultural agent or the chairman of the local nitrate committee is notified to the contrary, it may be assumed that the county nitrate distributor appointed in accordance with Section 6 is authorized to act in this capacity.

(g) The statement granting the farmer the privilege of withdrawing his application to the extent of any part of the nitrate applied for in case

it be found that it is not practicable to ship such part of the nitrate from the port of arrival so as to reach him, in the ordinary course of transportation, in time for use as specified in his application, and providing for refunding to him the amount of money theretofore deposited to pay for such nitrate. The justice of allowing the farmer to withdraw his application for nitrate that will not reach him in time for use is clearly apparent.

(h) The statement that the farmer will pay for and accept delivery of the nitrate for which he has applied, or any part of it, at any date earlier than the month in which he has stated that he desires to use the nitrate, if the Federal Government should desire to make delivery prior to such month. The Department has information that labor conditions at the ports are bad. Further, it is likely that it will be necessary to handle very large quantities of nitrate through certain ports. Therefore, in order that farmers may have the nitrate in their possession when it is needed for their crops, the Department expects to begin making shipments at the earliest possible date.

Paragraph 3. All applications must be signed in duplicate and must reach the county agricultural agent or a member of the local committee by January 25, 1919. All applications received up to and including that date, regardless of the order in which they are received, will have equal consideration.

Paragraph 4. On January 27, 1919, the county agricultural agent and the local committee will meet and will carefully examine all applications submitted and mark them, in the manner and in the space indicated upon the application blank, as follows:

(a) "Approved"—Each application which in their judgment should be granted in its entirety;

(b) "Disapproved"—Each application, if any, with reference to which it is found that the applicant is seeking nitrate for any purpose other than for use on his farm; or with reference to which it is found that the applicant is not or will not be financially able to meet the payments required; or with reference to which it is found that there is any other good and sufficient cause for disapproval. In any such case a detailed statement of reasons will be stated on the application blank or an accompanying paper;

(c) "Excessive"—Each application, if any, with reference to which it is found that the quantity applied for is in excess of the quantity which would be reasonable for the farmer making the application. A notation of such quantity will be made upon each such "Excessive" application. In deciding whether any application is excessive, the county agricultural agent and the local committee will be guided by their knowledge of the quantity used in their county by farmers upon the kind or kinds of crops upon which the farmer applying for nitrate proposes to use it, and of all circumstances connected with the particular application.

Paragraph 5. When all applications for the county have been examined and marked as provided in Paragraph 4 of this section, the county agricultural agent will immediately return one copy of the application of each farmer to Washington. He will deliver the other copy to the county nitrate distributor appointed in accordance with Section 6; if there be no such distributor in his county, the county agent will make such disposition of the latter copy as may be directed from Washington.

SECTION 5. ALLOTMENT OF NITRATE.

Paragraph 1. When all applications have been received in Washington, applications with reference to which it is found that the applicants are seeking nitrate for any purpose other than for use on their farms, or with reference to which it is found that the applicants are not or will not be financially able to meet the payments required, or with reference to which it is found that there is any other good and sufficient cause for rejection, will be rejected; and applications for excessive quantities may be reduced. If, after such rejections and reductions are made, the total quantity of nitrate applied for exceeds the available supply for sale by the Government, an allotment of a proportionately smaller quantity to each farmer will be made.

Paragraph 2. As soon as allotments are made they will be reported to the county agricultural agent and to the county nitrate distributor, from whom farmers may obtain information as to allotments.

SECTION 6. AGENCY FOR RECEIVING MONEY AND DISTRIBUTING NITRATE.

Paragraph 1. In each county where it is deemed advisable a county nitrate distributor will be appointed. Nitrate for farmers will be consigned to the distributor, or to such person as he may direct, on sight draft with bill of lading attached. The distributor will pay drafts, take up bills of lading, collect money from farmers as their agent and distribute nitrate to them.

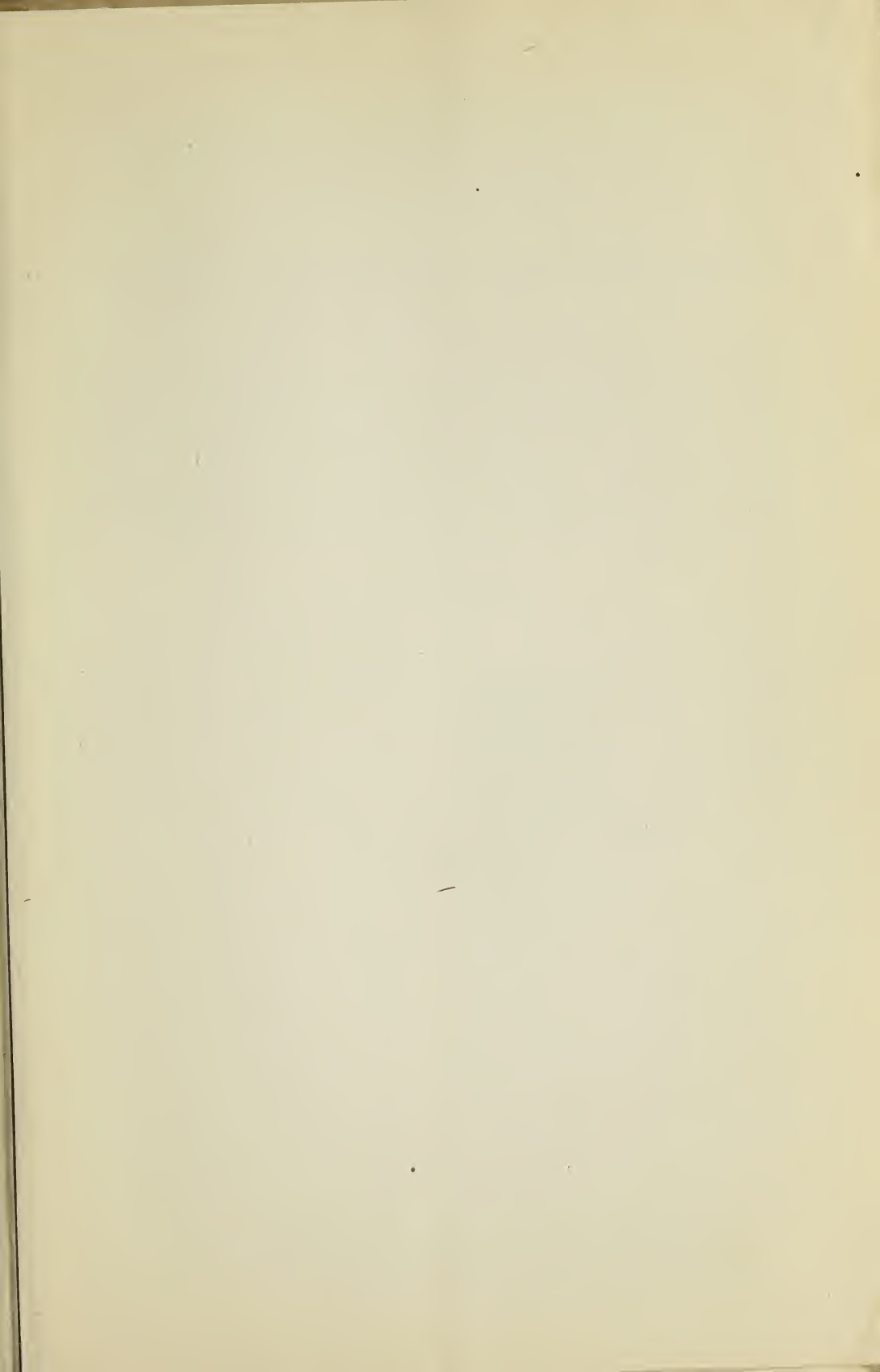
Paragraph 2. It is expected that the collection of funds and the distribution of nitrate will be made in practically every county through the county nitrate distributor. If it appears desirable in any particular county to handle these matters in any other manner, appropriate arrangements will be made and the county agricultural agent or the chairman of the local committee will be notified.

SECTION 7. MISCELLANEOUS.

Paragraph 1. Following is a list of the addresses of the Directors of Extension in the various States:

Alabama, Auburn; Arizona, Tucson; Arkansas, Little Rock; California, Berkeley; Colorado, Fort Collins; Connecticut, Storrs; Delaware, Newark; Florida, Gainesville; Georgia, Athens; Idaho, Boise; Illinois, Urbana; Indiana,

Lafayette; Iowa, Ames; Kansas, Manhattan; Kentucky, Lexington; Louisiana, Baton Rouge; Maine, Orono; Maryland, College Park; Massachusetts, Amherst; Michigan, East Lansing; Mississippi, Agricultural College; Missouri, Columbia; Montana, Bozeman; Nebraska, Lincoln; Nevada, Reno; New Hampshire, Durham; New Jersey, New Brunswick; New Mexico, State College; New York, Ithaca; North Carolina, Raleigh; North Dakota, Agricultural College; Ohio, Columbus; Oklahoma, Stillwater; Oregon, Corvallis; Pennsylvania, State College; Rhode Island, Kingston; South Carolina, Clemson College; South Dakota, Brookings; Tennessee, Knoxville; Texas, College Station; Utah, Logan; Vermont, Burlington; Virginia, Blacksburg; Washington, Pullman; West Virginia, Morgantown; Wisconsin, Madison; and Wyoming, Laramie.





United States Department of Agriculture,

BUREAU OF MARKETS,

CHARLES J. BRAND, CHIEF.

SERVICE AND REGULATORY ANNOUNCEMENTS

No. 44.*

A SUMMARY OF FACTS ASCERTAINED FROM REPORTS MADE TO THE SECRETARY OF AGRICULTURE BY INSPECTORS LICENSED TO INSPECT AND GRADE SHELLED CORN AND WHEAT UNDER THE UNITED STATES GRAIN STANDARDS ACT AND FROM VOLUNTARY REPORTS OF ELEVATORS OR WAREHOUSES IN GRAIN MARKETS OF THE UNITED STATES DURING THE PERIOD NOVEMBER 1, 1917, TO JULY 15, 1918.

INDEX TO MARKETS.

	Page.					Page.			
	Part I.	Part II.	Part III. A.	Part III. B.		Part I.	Part II.	Part III. A.	Part III. B.
Abilene, Kans.	56	86	102	115	Hutchinson, Kans.	26	78	106	118
Alton, Ill.	--	83	--	115	Indianapolis, Ind.	10	84	106	118
Atchison, Kans.	22	89	102	115	Jacksonville, Fla.	59	--	106	--
Atlanta, Ga.	66	--	--	--	Kankakee, Ill.	67	--	106	--
Baltimore, Md.	17	72	102	115	Kansas City, Kans.	9	70	106	118
Boston, Mass.	41	100	102	115	Kansas City, Mo.	6	70	106	118
Buffalo, N. Y.	12	78	102	115	La Crosse, Wis.	67	87	107	118
Burlington, Iowa	35	98	102	115	Lawrence, Kans.	67	88	107	118
Cairo, Ill.	38	98	103	115	Lawrenceburg, Ind.	66	100	107	118
Cedar Rapids, Iowa	17	98	103	115	Leavenworth, Kans.	45	91	107	118
Champaign, Ill.	38	--	103	--	Lincoln, Nebr.	40	92	107	118
Chicago, Ill.	4	71	103	116	Little Rock, Ark.	37	--	107	--
Cincinnati, Ohio	22	80	103	116	Los Angeles, Cal.	59	82	107	119
Clay Center, Kans.	57	94	104	116	Louisville, Ky.	29	80	107	119
Cleveland, Ohio	31	93	104	116	Mankato, Minn.	--	93	--	119
Clinton, Iowa	32	--	104	--	Mansfield, Ohio	61	94	107	119
Coffeyville, Kans.	39	83	104	116	Marshall, Minn.	63	86	107	119
Columbus, Ohio	58	89	104	116	Memphis, Tenn.	27	97	107	119
Dallas, Texas	53	92	104	116	Meridian, Miss.	65	--	108	--
Davenport, Iowa	48	99	104	116	Milwaukee, Wis.	12	75	108	119
Denver, Colo.	27	76	104	116	Minneapolis, Minn.	7	68	108	119
Detroit, Mich.	20	87	105	117	Missouri Valley, Iowa	43	--	108	--
Duluth, Minn.	49	69	105	117	Nashville, Tenn.	18	82	109	120
East St. Louis, Ill.	15	75	105	117	New Albany, Ind.	63	100	109	120
Enid, Okla.	61	77	105	117	New Orleans, La.	11	74	109	120
Evansville, Ind.	55	88	105	117	Newport News, Va.	66	--	109	--
Fargo, N. D.	--	99	--	117	New Prague, Minn.	--	95	--	120
Fort Worth, Texas	24	90	105	117	New Ulm, Minn.	62	84	109	120
Fostoria, Ohio	44	91	105	117	New York, Greater	14	68	109	120
Fremont, Nebr.	33	96	105	117	Noblesville, Ind.	--	100	--	--
Galveston, Texas	16	91	105	118	Norfolk, Va.	66	--	109	--
Grand Rapids, Mich.	62	98	105	118	Oklahoma City, Okla.	51	85	109	120
Hammond, Ind.	30	--	105	--	Omaha, Nebr.	5	69	110	120
Henderson, Ky.	33	99	105	118	Owensboro, Ky.	65	--	--	--

* Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, and 42.

	Page.			
	Part I.	Part II.	Part III. A.	Part III. B.
Pekin, Ill.....	31	99	110	121
Peoria, Ill.....	7	96	110	121
Philadelphia, Pa.....	21	73	110	121
Pittsburgh, Pa.....	51	100	119	--
Port Arthur, Texas.....	36	--	110	--
Port Costa, Cal.....	--	94	--	121
Portland, Oreg.....	56	77	110	121
Richmond, Va.....	49	--	110	--
St. Cloud, Minn.....	63	95	111	121
St. Joseph, Mo.....	13	76	111	121
St. Louis, Mo.....	8	71	111	121
St. Paul, Minn.....	47	79	111	121
Salina, Kans.....	46	83	111	121
Salt Lake City, Utah.....	67	81	--	122
San Francisco, Cal.....	--	86	--	122
Seattle, Wash.....	19	72	111	122
Sheldon, Ill.....	34	--	111	--
Sherman, Texas.....	43	85	111	122
Sikeston, Mo.....	45	95	112	122
Sioux City, Iowa.....	36	88	112	122

	Page.			
	Part I.	Part II.	Part III. A.	Part III. B.
Sleepy Eye, Minn.....	--	92	--	122
South Bend, Ind.....	52	--	112	--
South Vallejo, Cal.....	--	79	--	122
Spokane, Wash.....	65	77	112	122
Springfield, Mo.....	--	97	--	123
Stockton, Cal.....	--	90	--	123
Superior, Nebr.....	60	97	112	123
Superior, Wis.....	41	74	112	123
Tacoma, Wash.....	58	73	112	123
Terre Haute, Ind.....	23	95	112	123
Toledo, Ohio.....	28	79	112	123
Topeka, Kans.....	42	80	112	123
Troy, Ohio.....	54	96	112	123
Waseca, Minn.....	--	97	--	123
Wellington, Kans.....	64	81	112	123
Wichita, Kans.....	25	74	113	123
Wichita Falls, Texas.....	50	90	113	124
Winchester, Ind.....	53	100	113	124
Winfield, Kans.....	54	84	113	124
Winona, Minn.....	67	89	113	--

INTRODUCTION.

This announcement sets forth a summary of the inspections performed and the grades assigned by licensed inspectors throughout the United States on shipments of shelled corn and wheat under the provisions of the United States grain standards Act during the period November 1, 1917, to July 15, 1918, inclusive. It also contains the summaries of such inspections and gradings of shelled corn and wheat as delivered to and shipped from the various elevators and warehouses in the grain markets of the United States, together with estimated amounts of shelled corn and wheat received at or shipped from such elevators or warehouses by type or sample, during this period.

Standards for spring wheat were made effective under the grain standards Act on August 1, 1917, and for all other wheat on July 1, 1917. These standards were revised and the new standards made effective on July 15, 1918. The reports herein contained, therefore, cover inspections made between November 1, 1917, and the date the new standards went into effect, July 15, 1918.

These summaries are published pursuant to the provisions of section 7 of the United States grain standards Act, approved August 11, 1916 (39 Stat. L., p. 482). Section 7 provides, in part, as follows:

The Secretary of Agriculture shall require every inspector licensed under this Act to keep complete and correct records of all grain graded and inspected by him, and to make reports to the Secretary of Agriculture, in such forms and at such times as he may require, showing the place of inspection, the date of inspection, the name of the elevator or warehouse, if any, to which the grain was delivered or from which it was shipped, the kind of grain, the quantity of each kind, the grade thereof and such other information as the Secretary of Agriculture may deem necessary. The Secretary of Agriculture on each first Tuesday in January and each first Tuesday in July of each year shall make publication of a summary of such facts as are ascertained, showing in as great detail as possible

all of the facts, including a summary as to the amount and grade of grain delivered to the elevator or warehouse and the amount and grade of grain delivered from such elevator or warehouse, and the estimated amount received on sample or type by such elevator or warehouse, and the estimated amount delivered therefrom on sample or type.

Semiannual publication of a true and correct record of the amount and grade of grain for which standards have been fixed under the Act and which is delivered to and shipped from elevators and warehouses in the various grain markets was contemplated by Congress pursuant to this section through reports made by licensed inspectors to the Secretary of Agriculture.

The summaries here submitted represent the third semiannual report published by the Secretary of Agriculture under the above provision. As indicated in the first and second reports (Service and Regulatory Announcements, Markets, Nos. 23 and 37), it has been found that practical conditions which are met in the inspection of grain prevent full compliance with that part of the section requiring licensed inspectors to report the name of the elevator or warehouse to which the grain inspected and graded by them is delivered. The inspector, acting only as such, can not always comply with this particular requirement. Customarily he inspects and grades grain immediately upon its arrival at a market, or as soon thereafter as possible. In consequence, the inspector ordinarily has no actual knowledge of the disposition made of the grain inspected by him. No authority is contained in the Act to require elevators or warehouses to submit such reports. Any summary of facts ascertained by the Secretary of Agriculture through such reports as are made by licensed inspectors in accordance with the present requirement of the Act, in so far as the amounts of grain reported as delivered to elevators or warehouses are concerned, will necessarily be incomplete and inaccurate and in this respect may be misleading.

The material contained in the report is set forth in three parts, as follows:

PART I.—A series of tables compiled from reports of licensed inspectors showing the number of cars of shelled corn, and the grade thereof, inspected and graded by licensed inspectors at the grain markets of the United States where such inspectors were located, from November 1, 1917, to July 15, 1918, inclusive.

PART II.—A series of tables compiled from reports of licensed inspectors showing the number of cars of wheat, and the grade thereof, inspected and graded by licensed inspectors at the grain markets of the United States where such inspectors were located, from November 1, 1917, to July 15, 1918.

PART III. A.—A series of tables compiled from reports of licensed inspectors showing the number of cars of shelled corn, and the grade thereof, inspected and graded by them and delivered to and from elevators or warehouses in the grain markets of the United States where such inspectors were located, from November 1, 1917, to July 15, 1918, inclu-

sive; and showing, also, as ascertained from voluntary reports of elevators or warehouses, the estimated amount of shelled corn received on sample or type by each such elevator or warehouse and the estimated amount delivered therefrom on sample or type from November 1, 1917, to July 15, 1918, inclusive.

B.—A series of tables compiled from reports of licensed inspectors showing the number of cars of wheat, and the grade thereof, inspected and graded by them and delivered to and from elevators or warehouses in the grain markets of the United States where such inspectors were located, from November 1, 1917, to July 15, 1918, inclusive; and showing, also, as ascertained from voluntary reports of elevators or warehouses, the estimated amounts of such wheats received on sample or type by each such elevator or warehouse and the estimated amount delivered therefrom on sample or type during the same period.

PART I.

TABLES SHOWING NUMBER OF CAR RECEIPTS AND SHIPMENTS OF SHELLED CORN, INSPECTED AND GRADED BY LICENSED INSPECTORS, TOGETHER WITH THE GRADE ASSIGNED TO EACH CAR.

[Each table represents a single market and the markets are arranged according to the number of cars reported as having been inspected therein during the period of November 1, 1917, to July 15, 1918.]

CHICAGO, ILL.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November-----	{ White.....	6	31	31	36	55	76	-----	---	32	39	29	7	20	-----
	{ Yellow.....	39	103	32	41	111	192	-----	3	90	85	93	6	26	-----
	{ Mixed.....	43	223	98	57	57	66	-----	---	80	36	14	23	18	-----
Total-----		88	357	161	134	223	334	2,558	3	202	160	136	36	64	132
1917, December-----	{ White.....	2	14	27	58	126	125	-----	1	12	59	38	4	60	-----
	{ Yellow.....	5	13	56	165	347	465	-----	2	40	411	191	39	125	-----
	{ Mixed.....	3	25	42	57	138	127	-----	---	13	32	47	53	44	-----
Total-----		10	52	125	280	611	717	2,471	3	65	502	276	96	229	267
1918, January-----	{ White.....	1	14	28	63	94	121	-----	1	---	87	42	7	17	-----
	{ Yellow.....	3	47	159	428	507	507	-----	5	265	91	75	61	-----	-----
	{ Mixed.....	---	2	16	71	144	168	-----	---	1	53	37	77	28	-----
Total-----		1	19	91	293	666	796	1,948	1	6	405	170	159	106	176
1918, February-----	{ White.....	---	6	38	68	186	223	-----	---	4	255	62	30	26	-----
	{ Yellow.....	---	4	167	435	1,024	972	-----	---	11	451	199	109	85	-----
	{ Mixed.....	---	---	34	126	306	356	-----	---	1	95	191	75	53	-----
Total-----		---	10	239	629	1,516	1,551	3,076	---	16	801	452	214	164	260
1918, March-----	{ White.....	2	10	40	173	349	409	-----	---	7	260	89	18	26	-----
	{ Yellow.....	---	22	190	532	1,044	1,001	-----	---	2	472	362	140	124	-----
	{ Mixed.....	---	5	29	109	261	305	-----	---	1	225	1,221	---	155	-----
Total-----		2	37	259	814	1,654	1,718	3,678	---	10	957	1,672	158	305	663
1918, April-----	{ White.....	2	34	103	119	87	173	-----	---	2	10	138	86	24	82
	{ Yellow.....	17	126	377	368	233	351	-----	---	18	553	154	69	169	-----
	{ Mixed.....	2	30	113	205	127	200	-----	---	1	24	90	140	100	-----
Total-----		21	190	593	692	447	724	2,393	2	29	715	330	233	351	1,202

CHICAGO, ILL.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	White	2	28	95	81	85	163	-----	1	6	96	84	8	49	-----
	Yellow	9	61	209	145	152	281	-----	3	4	279	124	66	126	-----
	Mixed	1	15	21	14	21	71	-----		2	5	59	156	332	-----
Total		12	104	325	240	258	515	2,128	4	12	380	267	230	507	2,110
1918, June	White	2	27	72	70	91	187	-----	3	17	84	35	57	38	-----
	Yellow	20	112	219	210	237	411	-----		24	201	97	35	111	-----
	Mixed	1	20	23	27	26	52	-----		6	3	22	28	276	-----
Total		23	159	314	307	354	650	3,502	3	47	288	154	120	425	1,176
1918, July	White		12	56	55	99	126	-----		5	32	12	24	18	-----
	Yellow	1	41	112	123	176	366	-----		11	100	63	54	38	-----
	Mixed		2	22	24	44	55	-----		1	5	5	19	105	-----
Total		2	55	190	202	319	547	1,841		17	137	80	97	161	791
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		159	983	2,297	3,591	6,048	7,552	23,593	16	404	4,345	3,537	1,343	2,312	6,777

OMAHA, NEBR.

1917, November	White	5	13	2	14	34	29	-----	1	12	3	7	15	19	-----
	Yellow	6	22	11	61	101	84	-----	3	37	12	21	38	13	-----
	Mixed	14	60	52	20	38	55	-----	1	55	50	10	7	23	-----
Total		25	95	65	95	173	168	175	5	104	65	38	60	55	66
1917, December	White			15	159	203	52	-----			30	132	60	13	-----
	Yellow		2	13	269	458	148	-----	1		75	209	167	53	-----
	Mixed	2	5	3	139	296	99	-----	3	6	245	389	91	36	-----
Total		2	7	31	567	957	299	208	4	6	350	730	318	102	35
1918, January	White			37	409	329	204	-----			63	528	78	35	-----
	Yellow			32	436	722	406	-----			93	561	243	138	-----
	Mixed	2	3	13	293	652	370	-----	2	2	91	450	256	205	-----
Total		2	3	82	1,138	1,803	980	509	2	2	247	1,539	577	378	90
1918, February	White			75	843	750	277	-----			239	627	104	37	-----
	Yellow	1		49	652	1,344	475	-----			230	692	295	76	-----
	Mixed		1	26	431	855	354	-----			126	563	199	129	-----
Total		1	1	150	1,926	2,949	1,106	464			595	1,882	598	242	40
1918, March	White		11	373	941	643	314	-----			663	730	132	38	-----
	Yellow		5	227	839	887	392	-----			496	657	285	62	-----
	Mixed		6	87	410	571	362	-----		1	404	521	165	160	-----
Total			22	687	2,193	2,101	1,068	650		1	1,563	1,908	582	260	109
1918, April	White		117	629	490	313	266	-----		123			99	41	-----
	Yellow	2	106	526	332	132	119	-----	1	53	627	208	26	21	-----
	Mixed		18	191	209	147	220	-----		5	350	477	82	90	-----
Total		2	241	1,346	1,031	592	605	604	1	181	977	685	207	152	129
1918, May	White	2	115	346	199	136	116	-----	1	161	523	83	49	61	-----
	Yellow	8	165	346	115	59	86	-----	1	80	434	30	5	26	-----
	Mixed	2	41	186	90	70	130	-----		96	693	73	43	141	-----
Total		12	321	878	404	265	332	281	2	337	1,650	191	97	228	124
1918, June	White	8	107	261	195	123	146	-----	1	110	361	238	133	96	-----
	Yellow	7	63	125	118	100	110	-----		40	205	33		51	-----
	Mixed		25	73	86	79	111	-----	1	10	78	52	49	105	-----
Total		15	195	459	399	302	370	334	2	160	644	323	182	252	178

OMAHA, NEBR.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, July-----	{White.....	---	30	86	59	58	66	-----	---	22	134	66	66	42	-----
	{Yellow.....	1	32	68	45	43	58	-----	---	14	78	38	22	14	-----
	{Mixed.....	2	10	18	23	21	41	-----	---	9	32	24	37	73	-----
Total-----		3	72	172	127	122	165	178	---	45	244	128	125	129	159
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		62	957	3,870	7,880	9,264	5,093	3,403	16	836	6,335	7,424	2,746	1,798	930

KANSAS CITY, MO.

1917, November-----	{White.....	4	26	19	24	11	9	-----	1	32	15	1	5	2	-----
	{Yellow.....	4	2	2	20	18	7	-----	---	13	20	1	1	-----	-----
	{Mixed.....	29	71	93	80	55	24	-----	6	144	73	13	18	8	-----
Total-----		37	99	114	124	84	40	104	7	189	108	15	24	10	43
1917, December-----	{White.....	2	26	66	153	67	20	-----	1	31	75	15	11	6	-----
	{Yellow.....	---	---	36	128	66	13	-----	---	2	46	19	9	3	-----
	{Mixed.....	10	30	144	296	119	36	-----	1	26	283	51	6	1	-----
Total-----		12	56	246	577	252	69	47	2	59	404	85	26	10	21
1918, January-----	{White.....	---	7	151	279	232	18	-----	---	14	265	16	6	-----	-----
	{Yellow.....	---	3	88	206	90	7	-----	---	4	37	16	1	-----	-----
	{Mixed.....	1	14	250	496	240	25	-----	---	14	381	75	12	4	-----
Total-----		1	24	489	981	562	50	48	---	32	683	107	19	4	8
1918, February-----	{White.....	---	12	484	739	153	24	-----	---	27	564	59	16	4	-----
	{Yellow.....	---	14	152	294	135	29	-----	---	51	151	17	3	-----	-----
	{Mixed.....	---	11	325	494	247	45	-----	1	12	544	112	4	2	-----
Total-----		---	37	961	1,527	535	98	48	1	90	1,259	188	23	6	14
1918, March-----	{White.....	1	182	1,238	800	112	26	-----	1	110	567	65	18	1	-----
	{Yellow.....	---	90	425	397	151	15	-----	---	157	311	31	1	2	-----
	{Mixed.....	3	97	921	478	161	59	-----	---	33	608	53	7	-----	-----
Total-----		4	369	2,584	1,675	424	100	91	1	200	1,486	149	26	3	10
1918, April-----	{White.....	25	339	564	203	52	56	-----	6	---	---	---	8	10	-----
	{Yellow.....	41	162	121	47	5	5	-----	8	67	198	20	5	3	-----
	{Mixed.....	13	162	292	130	37	35	-----	1	108	446	56	20	13	-----
Total-----		79	663	977	380	94	96	170	15	175	644	76	33	26	100
1918, May-----	{White.....	9	204	276	99	22	36	-----	5	331	256	55	13	16	-----
	{Yellow.....	24	118	103	29	8	12	-----	4	61	43	10	3	-----	-----
	{Mixed.....	19	95	173	105	34	45	-----	3	91	116	32	6	8	-----
Total-----		52	417	552	233	64	93	61	12	483	415	97	22	24	42
1918, June-----	{White.....	19	163	178	88	32	89	-----	5	215	318	61	31	50	-----
	{Yellow.....	16	69	36	23	19	22	-----	5	30	34	10	4	8	-----
	{Mixed.....	15	142	115	74	29	38	-----	9	56	36	65	15	32	-----
Total-----		50	374	329	185	80	149	201	19	301	388	136	50	90	78
1918, July-----	{White.....	6	21	41	20	19	24	-----	---	9	56	19	3	3	-----
	{Yellow.....	4	10	10	---	1	1	-----	---	12	9	2	1	-----	-----
	{Mixed.....	8	17	17	15	11	10	-----	2	8	15	5	2	12	-----
Total-----		18	48	68	35	31	35	39	2	29	80	26	6	15	25
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		253	2,087	6,320	5,717	2,126	730	809	59	1,558	5,467	879	229	188	341

PEORIA, ILL.

Year and month.	Color.	In terms of earloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November.....	White.....		2	1	1	3	15					1	1		
	Yellow.....		5	4	2	8	48			6	5		1	23	
	Mixed.....	1	3	6	7	6	1			4	1		1		
Total.....		1	10	11	10	17	64	1,398		10	6	1	3	23	39
1917, December.....	White.....		1	3	4	18	23						5		
	Yellow.....				33	77	132				70	64	37	25	
	Mixed.....			5	19	41	68				1	12	2	2	
Total.....			1	8	56	136	223	1,544			71	76	44	27	49
1918, January.....	White.....			1	19	31	40					7	3	6	
	Yellow.....			4	43	116	498				153	75	54	65	
	Mixed.....				23	47	77				14	12	4	5	
Total.....				5	85	194	615	1,341			167	94	61	76	104
1918, February.....	White.....			10	38	80	84				2	16	14	11	
	Yellow.....			10	111	349	500				204	56	44	26	
	Mixed.....			4	23	78	209				4	1	6	3	
Total.....				24	172	507	793	1,282			210	73	64	40	42
1918, March.....	White.....			17	62	105	106					4	15	22	
	Yellow.....			58	147	371	382				207	78	53	109	
	Mixed.....			5	26	55	108								
Total.....				80	235	531	596	1,720			207	82	68	131	53
1918, April.....	White.....		2	74	33	30	55					9		5	
	Yellow.....		11	68	105	87	215			1	28	72	34	61	
	Mixed.....		1	9	10	7	75							4	
Total.....			14	151	148	124	345	2,620		1	28	81	34	70	190
1918, May.....	White.....	1	27	111	36	35	132				8	12	6	18	
	Yellow.....	1	14	65	78	52	211			4	16	27	27	65	
	Mixed.....		2	5	4	7	33				1	1	1	5	
Total.....		2	43	181	118	94	376	1,814		4	25	40	34	88	253
1918, June.....	White.....	3	15	46	21	31	89				29	11	4	19	
	Yellow.....	1	29	86	81	92	247			7	12	14	33	57	
	Mixed.....		3	5	7	10	66				2		1	13	
Total.....		4	47	137	112	133	402	1,583		7	43	25	38	89	277
1918, July.....	White.....		25	38	20	15	43					14	2	8	
	Yellow.....		11	47	39	35	100				15	2	3	14	
	Mixed.....			5	4	2	10				2	4	1	3	
Total.....			36	90	63	52	153	671			17	20	6	25	76
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		7	151	687	999	1,788	3,567	13,973		22	774	492	352	569	1,083

MINNEAPOLIS, MINN.

1917, November.....	White.....		1	3	2	11	12					4	2	2	
	Yellow.....		6	8	24	81	60				2	8	4	8	
	Mixed.....	1	10	8	10	25	19		2			3	4	5	
Total.....		1	17	19	36	117	91	97	2		2	15	10	15	33
1917, December.....	White.....		1	4	16	27	14				3	6	6	6	
	Yellow.....			7	96	318	123				39	52	70	36	
	Mixed.....			6	13	66	49			1	9	9	26	27	
Total.....			1	17	125	411	186	106		1	51	67	102	69	137

MINNEAPOLIS, MINN.—Continued.

Year and month.	Color.	In terms of carloads.														
		Receipts by grade.							Shipments by grade.							
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	
1918, January	White.	---	3	2	14	48	36	---	---	1	10	6	8	4	---	
	Yellow	---		16	92	620	358	---	---	1	132	129	158	51	---	
	Mixed	---		1	19	242	268	---	---		59	49	105	74	---	
Total		---	3	19	125	910	662	491	---	2	201	184	271	129	103	
1918, February	White.	---		5	68	57	41	---	---		13	36	53	11	---	
	Yellow	1		5	111	594	346	---	---	3	110	162	164	45	---	
	Mixed	---		1	40	227	324	---	---		78	244	179	97	---	
Total		1		11	219	878	711	578	---	3	201	442	396	153	140	
1918, March	White.	---	7	26	125	112	47	---	---		31	36	15	3	---	
	Yellow	1	2	42	313	612	276	---	---		106	268	124	44	---	
	Mixed	---	1	6	66	281	270	---	---	1	65	678	413	123	---	
Total		1	10	74	504	1,005	593	398	---	1	202	982	552	170	113	
1918, April	White.	---	30	318	148	23	15	---	---	7	113	32	17	5	---	
	Yellow	2	32	137	131	47	36	---	---	2	119	170	75	34	---	
	Mixed	---		26	58	26	27	---	---		21	261	118	94	---	
Total		2	62	481	337	96	78	137	---	9	253	463	210	133	233	
1918, May	White.	1	46	172	81	16	18	---	---	3	185	64	26	13	---	
	Yellow	---	16	36	27	10	11	---	---	1	2	42	134	35	58	
	Mixed	1	2	14	16	6	9	---	---			28	141	57	113	
Total		2	64	222	124	32	38	46	---	4	187	136	118	184	193	
1918, June	White.	24	95	147	84	14	9	---	---	3	27	37	20	22	---	
	Yellow	4	28	43	69	22	19	---	---	1	11	105	59	63	---	
	Mixed	5	16	19	28	14	12	---	---		4	55	44	75	---	
Total		33	139	209	181	50	40	62	---	4	42	197	123	160	203	
1918, July	White.	---	10	35	60	9	8	---	---		17	7	4	29	---	
	Yellow	---	6	13	42	13	23	---	---	1	11	36	20	26	---	
	Mixed	---	4	1	13	5	13	---	---		1	12	18	18	---	
Total		---	20	49	115	27	44	37	---	1	29	55	42	73	85	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		40	316	1,101	1,766	3,526	2,443	1,952	---	3	26	1,236	2,744	1,824	1,056	1,240

ST. LOUIS, MO.

1917, November	White	12	157	135	61	30	11		6	19	54	6	1	1	
	Yellow	12	51	47	29	50	18		2	8	29				
	Mixed	5	39	112	83	65	33		3	3	65	6	1	7	
Total		29	247	294	173	145	62	146	11	30	148	12	2	8	21
1917, December	White	1	79	102	68	46	12		1	56	87		2		
	Yellow		35	59	81	65	29			14	16		1	1	
	Mixed	1	24	65	93	88	43			5	132	5	5	2	
Total		2	138	226	242	199	84	60	1	75	235	7	8	3	30
1918, January	White		31	268	130	62	19			18	63	7	1	1	
	Yellow		8	53	143	235	30			6	25	2	2		
	Mixed		7	84	179	104	61			3	181	6	2	2	
Total			46	405	452	401	110	65		27	269	15	5	3	15
1918, February	White		20	137	258	97	19			18	44	18	2	1	
	Yellow	1	13	78	270	148	62		1	8	29	12	20	1	
	Mixed		7	89	209	170	81			2	197	117	22		
Total		1	40	304	737	415	162	64	1	28	270	147	44	2	4

ST. LOUIS, MO.—Continued.

Year and month.	Color.	In terms of earloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March.....	White.....	12	155	393	375	96	27	-----	-----	30	147	20	3	3	-----
	Yellow.....	6	97	203	249	151	71	-----	-----	34	56	18	16	2	-----
	Mixed.....	1	42	184	149	115	58	-----	-----	5	240	110	15	27	-----
Total.....		19	294	780	773	362	156	181	-----	69	443	148	34	32	30
1918, April.....	White.....	28	213	338	54	19	13	-----	-----	101	134	24	10	11	-----
	Yellow.....	15	74	140	121	32	21	-----	3	60	97	5	2	6	-----
	Mixed.....	10	80	81	34	13	12	-----	1	54	100	20	4	4	-----
Total.....		53	367	559	209	64	46	150	4	215	331	49	16	21	105
1918, May.....	White.....	36	163	85	18	8	24	-----	3	63	100	6	1	3	-----
	Yellow.....	18	100	90	35	7	16	-----	1	5	70	4	2	-----	-----
	Mixed.....	14	120	64	32	14	14	-----	1	130	96	6	1	2	-----
Total.....		68	383	239	85	29	54	103	5	198	266	16	4	5	38
1918, June.....	White.....	15	101	44	21	22	50	-----	2	55	75	20	8	11	-----
	Yellow.....	9	55	52	31	7	3	-----	1	27	15	14	1	2	-----
	Mixed.....	3	51	27	22	7	14	-----	-----	21	21	20	5	8	-----
Total.....		27	207	123	74	36	67	134	3	103	111	54	14	21	44
1918, July.....	White.....	13	89	73	42	37	54	-----	-----	16	62	30	6	30	-----
	Yellow.....	4	45	41	43	31	36	-----	1	7	16	8	6	6	-----
	Mixed.....	7	38	33	27	26	44	-----	-----	10	18	20	2	26	-----
Total.....		24	172	147	112	94	134	164	1	33	96	58	14	62	42
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		223	1,894	3,077	2,857	1,745	875	1,070	26	778	2,169	506	141	157	329

KANSAS CITY, KANS.

1917, November.....	White.....	3	3	2	2	9	-----	-----	18	23	8	10	5	2	-----
	Yellow.....	64	69	55	64	40	14	-----	1	1	1	1	4	-----	-----
	Mixed.....	-----	-----	-----	-----	-----	-----	-----	-----	3	1	1	-----	1	-----
Total.....		67	72	61	74	49	20	47	19	27	9	13	9	3	9
1917, December.....	White.....	3	8	33	70	25	3	-----	1	11	14	7	3	-----	-----
	Yellow.....	2	2	23	53	20	-----	-----	-----	1	16	7	1	-----	-----
	Mixed.....	16	22	70	155	90	13	-----	-----	28	49	31	10	6	-----
Total.....		21	32	126	278	135	16	13	1	40	79	45	14	6	12
1918, January.....	White.....	-----	7	142	257	226	16	-----	-----	9	263	14	6	-----	-----
	Yellow.....	-----	3	85	189	88	6	-----	-----	4	36	16	1	-----	-----
	Mixed.....	1	10	234	444	210	25	-----	-----	4	319	79	12	4	-----
Total.....		1	20	461	890	524	47	47	-----	17	618	109	19	4	5
1918, February.....	White.....	-----	18	378	288	39	3	-----	-----	2	99	31	4	3	-----
	Yellow.....	-----	26	141	147	31	3	-----	-----	1	12	5	4	1	-----
	Mixed.....	2	28	307	312	66	9	-----	-----	4	70	56	17	12	-----
Total.....		2	72	826	747	136	15	28	-----	7	181	92	25	16	29
1918, March.....	White.....	1	130	586	284	36	13	-----	-----	21	175	32	7	9	-----
	Yellow.....	2	66	246	112	81	43	-----	-----	3	27	12	2	-----	-----
	Mixed.....	3	104	432	175	79	35	-----	-----	12	220	46	2	4	-----
Total.....		6	300	1,264	571	196	91	70	-----	36	422	90	11	13	11
1918, April.....	White.....	6	95	129	37	13	7	-----	-----	107	307	58	18	19	-----
	Yellow.....	4	29	56	26	7	11	-----	1	44	60	18	3	3	-----
	Mixed.....	15	61	119	40	9	14	-----	1	52	307	37	4	3	-----
Total.....		25	185	304	103	29	32	96	2	203	674	113	25	25	64

KANSAS CITY, KANS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	{ White	8	127	87	30	12	13	-----	3	131	241	35	24	12	-----
	{ Yellow	11	53	44	13	5	3	-----	3	64	24	2	1	2	-----
	{ Mixed	29	128	88	55	24	30	-----	8	100	556	89	34	24	-----
Total		48	308	219	98	41	46	61	14	295	821	126	59	38	113
1918, June	{ White	12	79	92	37	18	7	-----	-----	58	84	48	21	18	-----
	{ Yellow	5	26	31	11	15	12	-----	1	50	24	16	2	1	-----
	{ Mixed	28	140	93	60	28	45	-----	-----	29	96	30	8	9	-----
Total		45	245	216	108	61	64	93	1	137	204	94	31	28	132
1918, July	{ White	10	32	31	14	9	4	-----	1	14	22	12	7	14	-----
	{ Yellow	-----	5	6	-----	1	3	-----	-----	6	-----	-----	-----	-----	-----
	{ Mixed	3	26	20	9	10	3	-----	1	5	16	9	-----	23	-----
Total		13	63	57	23	20	10	28	2	25	38	21	7	37	60
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		228	1,297	3,534	2,892	1,191	341	483	39	787	3,046	703	200	170	435

INDIANAPOLIS, IND.

1917, November	{ White	11	16	103	63	47	50	-----	1	13	44	3	-----	4	-----
	{ Yellow	6	15	9	4	5	16	-----	-----	9	6	4	2	4	-----
	{ Mixed	8	11	57	23	32	34	-----	1	57	66	2	-----	8	-----
Total		25	42	169	90	84	100	504	2	79	116	9	2	16	52
1917, December	{ White	1	5	82	45	37	97	-----	-----	1	56	14	-----	4	-----
	{ Yellow	-----	6	8	13	12	45	-----	5	3	50	29	10	20	-----
	{ Mixed	1	3	3	3	9	26	-----	1	1	24	10	5	5	-----
Total		2	14	93	61	58	168	662	6	5	130	53	15	29	84
1918, January	{ White	-----	2	27	18	47	195	-----	-----	-----	63	20	6	8	-----
	{ Yellow	1	-----	6	13	23	86	-----	1	-----	57	18	17	10	-----
	{ Mixed	-----	1	3	3	8	38	-----	-----	1	19	9	-----	12	-----
Total		1	3	36	34	78	319	998	1	1	139	47	23	30	63
1918, February	{ White	1	1	29	31	80	295	-----	-----	-----	88	55	25	24	-----
	{ Yellow	-----	1	17	22	39	129	-----	-----	-----	94	18	20	21	-----
	{ Mixed	-----	-----	4	3	14	42	-----	-----	-----	8	3	7	8	-----
Total		1	2	50	56	133	466	1,349	-----	-----	190	76	52	53	69
1918, March	{ White	-----	3	92	145	208	151	-----	-----	-----	65	33	15	25	-----
	{ Yellow	-----	1	15	34	74	148	-----	-----	-----	44	27	9	21	-----
	{ Mixed	-----	5	19	11	26	41	-----	-----	-----	8	36	4	4	-----
Total		-----	9	126	190	308	340	1,098	-----	-----	117	96	28	50	125
1918, April	{ White	4	72	457	137	45	84	-----	-----	6	29	19	19	22	-----
	{ Yellow	-----	6	27	24	19	38	-----	-----	-----	22	4	4	13	-----
	{ Mixed	1	10	39	8	8	17	-----	-----	3	3	-----	2	3	-----
Total		5	88	523	169	72	139	389	-----	9	54	23	25	38	93
1918, May	{ White	-----	80	208	56	23	109	-----	-----	8	47	23	9	23	-----
	{ Yellow	-----	2	20	23	19	47	-----	-----	-----	7	16	7	12	-----
	{ Mixed	-----	7	4	12	4	24	-----	-----	-----	4	4	5	22	-----
Total		-----	89	232	91	46	180	280	-----	8	58	43	21	57	97
1918, June	{ White	2	40	112	71	46	95	-----	-----	18	27	16	7	30	-----
	{ Yellow	-----	7	40	47	32	56	-----	1	2	14	6	6	19	-----
	{ Mixed	1	3	9	8	2	16	-----	-----	2	2	1	9	9	-----
Total		3	50	161	126	80	167	400	1	22	43	23	22	58	147

INDIANAPOLIS, IND.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July.....	White.....	13	58	154	74	39	53	-----	-----	9	25	2	-----	1	-----
	Yellow.....	5	35	28	12	32	-----	-----	-----	2	14	6	6	8	-----
	Mixed.....	2	5	3	3	2	-----	-----	-----	-----	6	7	-----	2	-----
Total.....		13	65	194	105	54	87	157	-----	11	45	15	6	11	16
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		50	362	1,584	922	913	1,966	5,837	10	135	892	385	194	342	746

NEW ORLEANS, LA.

1917, November.....	White.....	4	21	43	23	10	10	-----	-----	17	42	3	2	-----	-----
	Yellow.....	1	3	4	-----	-----	-----	-----	-----	3	-----	-----	-----	-----	-----
	Mixed.....	2	9	43	22	7	11	-----	-----	36	14	-----	-----	-----	-----
Total.....		7	33	90	45	17	21	32	-----	56	56	3	2	-----	1
1917, December.....	White.....	1	18	63	65	33	5	-----	-----	3	32	-----	-----	-----	-----
	Yellow.....	1	1	3	3	5	3	-----	-----	1	-----	-----	-----	-----	-----
	Mixed.....	1	27	267	230	88	38	-----	-----	79	217	-----	-----	-----	-----
Total.....		2	46	333	298	126	46	52	-----	83	249	-----	-----	-----	2
1918, January.....	White.....	-----	14	72	39	21	3	-----	-----	78	32	1	1	-----	-----
	Yellow.....	-----	1	11	6	7	2	-----	-----	-----	6	-----	-----	-----	-----
	Mixed.....	1	28	294	178	32	11	-----	-----	574	229	-----	-----	-----	-----
Total.....		1	43	377	223	60	16	14	-----	652	267	1	1	-----	2
1918, February.....	White.....	-----	3	18	16	6	6	-----	-----	48	18	-----	-----	-----	-----
	Yellow.....	-----	1	22	36	15	11	-----	-----	-----	-----	-----	-----	-----	-----
	Mixed.....	-----	15	358	313	76	56	-----	-----	161	662	-----	-----	-----	-----
Total.....		-----	19	398	365	97	73	44	-----	209	680	-----	-----	-----	4
1918, March.....	White.....	3	1	11	4	-----	6	-----	1	1	10	-----	-----	-----	-----
	Yellow.....	-----	5	359	131	73	107	-----	-----	20	239	-----	-----	-----	-----
	Mixed.....	3	41	1,207	589	193	359	-----	-----	-----	1,364	-----	-----	2	-----
Total.....		6	47	1,577	724	266	472	342	1	21	1,613	-----	-----	2	1
1918, April.....	White.....	3	3	2	-----	1	4	-----	1	4	-----	-----	-----	-----	-----
	Yellow.....	-----	2	66	8	5	49	-----	-----	12	190	10	-----	3	-----
	Mixed.....	5	15	98	7	8	50	-----	-----	6	942	-----	-----	-----	-----
Total.....		8	20	166	15	14	103	143	1	22	1,132	10	-----	3	2
1918, May.....	White.....	2	3	1	-----	-----	-----	-----	2	2	-----	-----	-----	-----	-----
	Yellow.....	1	8	159	14	7	5	-----	-----	-----	115	-----	12	6	-----
	Mixed.....	16	96	205	45	17	41	-----	-----	54	144	-----	-----	1	-----
Total.....		19	107	365	59	24	46	48	2	56	259	-----	13	7	20
1918, June.....	White.....	-----	2	4	-----	-----	-----	-----	-----	1	1	-----	1	-----	-----
	Yellow.....	2	6	20	4	1	2	-----	-----	4	18	1	11	2	-----
	Mixed.....	-----	24	26	4	1	4	-----	2	1	476	-----	-----	1	-----
Total.....		2	32	50	8	2	6	20	2	6	495	1	12	3	9
1918, July.....	White.....	-----	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	Yellow.....	1	11	24	5	6	7	-----	-----	10	7	12	1	38	-----
	Mixed.....	2	7	2	-----	-----	1	-----	-----	-----	48	-----	-----	-----	-----
Total.....		3	19	26	5	6	8	23	-----	10	55	12	1	38	26
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		48	366	3,382	1,742	612	791	718	6	1,115	4,806	27	29	53	67

MILWAUKEE, WIS.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	White	8	6	35	23	11	5		2	10	1	6	1	24	
	Yellow	2	5	3	9	10	12		1	4		3			
	Mixed	3	3	6	5	5	4								
Total		13	14	44	37	26	21	83	3	14	1	9	1	24	9
1917, December	White		1	11	22	46	31					143	5		
	Yellow		6	3	48	182	88			2	13	4	70		
	Mixed		2	15	18	52	28		1		1	6	16	3	
Total			9	29	88	280	147	123	1	2	14	154	86	3	41
1918, January	White			1	54	25	17					12			
	Yellow				48	131	62				42	92	58	11	
	Mixed				7	35	23				1	38	14		
Total				2	109	191	102	65			43	142	72	15	17
1918, February	White				5	123	94	54			6	31	5	2	
	Yellow				8	126	484	185		2	66	121	60	23	
	Mixed				50	201	131				23	375	16	9	
Total				13	299	779	370	295		2	95	527	81	34	18
1918, March	White		2	38	272	124	100				24	46	2	7	
	Yellow		12	39	280	366	231			6	120	130	48	71	
	Mixed			5	123	166	185				164	518	82	155	
Total			14	82	675	656	516	449		6	308	694	132	233	59
1918, April	White		4	20	62	23	30			3	33	67	7	7	
	Yellow		4	43	78	34	52			13	179	93	20	110	
	Mixed		1	28	31	17	54				1	141	20	155	
Total			9	91	171	74	136	178		16	213	301	47	272	115
1918, May	White		5	11	27	9	20				11	27	4	72	
	Yellow	1	2	11	26	8	11			4	95	55	15	49	
	Mixed			2	4	2	8				45	10	4	76	
Total		1	7	24	57	19	39	52		4	151	92	23	197	68
1918, June	White		13	30	66	5	8				5	37	1	18	
	Yellow	1	3	3	29	8	11			1	58	53	10	52	
	Mixed		3	5	11	3	7				30	47	4	2	
Total		1	19	38	106	16	26	109		1	93	137	15	72	78
1918, July	White		9	56	13	8	17			2	1	12		7	
	Yellow	1	10	16	17	7	6			4	48	16	4	29	
	Mixed		4	3	12	2	7					14	4	16	
Total		1	23	75	42	17	30	30		6	49	42	8	52	70
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		16	95	398	1,584	2,058	1,387	1,384	4	51	967	2,098	465	902	475

BUFFALO, N. Y.

1917, November	White	1			3				9						
	Yellow	37	24	4	5	3	3		3	6	2			1	
	Mixed	11	21	7	1	1	2					3		1	
Total		49	45	11	9	4	5	40	12	6	2	3		2	13
1917, December	White	1	10	37	18	5	6		1	1	1		1	1	
	Yellow	2	18	57	26	16	42				14	5	1	1	
	Mixed	1	20	79	22	9	16			3	6	1		2	
Total		4	48	175	66	30	64	137	1	4	21	6	2	4	26

BUFFALO, N. Y.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, January	White	---	6	20	18	2	5	---	---	2	3	---	---	---	---
	Yellow	---	8	104	60	45	46	---	---	3	33	15	6	5	---
	Mixed	---	2	45	27	7	11	---	---	1	7	3	1	4	---
Total		---	16	169	105	54	62	213	---	6	43	18	7	9	41
1918, February	White	1	---	16	51	10	1	---	1	1	12	4	4	1	---
	Yellow	---	5	68	113	55	72	---	---	3	59	29	17	32	---
	Mixed	---	1	21	21	2	4	---	---	---	17	9	1	3	---
Total		1	6	105	185	67	77	182	1	4	88	42	22	36	68
1918, March	White	---	3	39	98	25	28	---	---	3	28	7	---	4	---
	Yellow	---	22	165	317	164	274	---	---	17	158	116	19	55	---
	Mixed	---	1	18	17	18	13	---	---	---	10	5	1	---	---
Total		---	26	222	432	207	315	980	---	20	196	128	20	59	54
1918, April	White	3	19	131	85	9	19	---	---	18	32	18	2	7	---
	Yellow	---	25	263	228	67	171	---	2	12	86	112	24	51	---
	Mixed	---	3	30	17	12	25	---	---	---	10	8	6	5	---
Total		3	47	424	330	88	215	870	2	30	128	138	32	63	159
1918, May	White	1	7	10	---	1	5	---	---	9	15	8	2	4	---
	Yellow	---	13	88	33	17	49	---	---	8	59	34	8	32	---
	Mixed	---	46	47	12	3	24	---	---	---	5	4	---	18	---
Total		1	66	145	45	21	78	90	---	17	79	46	10	54	111
1918, June	White	---	13	6	7	7	15	---	---	8	14	2	3	11	---
	Yellow	4	2	45	17	23	40	---	---	12	69	42	32	52	---
	Mixed	---	3	3	2	1	1	---	1	---	---	5	5	3	---
Total		4	15	54	26	31	56	247	1	20	83	49	40	66	241
1918, July	White	---	---	1	---	2	3	---	---	---	---	2	5	9	---
	Yellow	---	---	2	9	7	22	---	1	---	1	6	3	20	---
	Mixed	---	---	3	---	---	2	---	---	---	---	---	1	1	---
Total		---	---	6	9	9	27	100	1	---	1	8	9	30	112
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		62	269	1,309	1,207	511	899	2,859	18	107	641	438	142	323	825

ST. JOSEPH, MO.

1917, November	White	9	28	6	11	13	5	---	---	3	1	4	1	---	---
	Yellow	2	---	2	7	13	6	---	---	1	1	4	---	---	---
	Mixed	7	17	3	8	16	11	---	---	3	4	8	1	---	---
Total		18	45	11	26	42	22	14	---	7	6	16	2	---	3
1917, December	White	7	10	43	136	65	5	---	---	4	70	23	3	---	---
	Yellow	---	1	7	84	48	5	---	---	3	24	14	4	---	---
	Mixed	---	1	21	81	50	8	---	---	---	51	14	2	1	---
Total		7	12	71	301	163	18	10	---	7	145	51	9	1	4
1918, January	White	---	8	45	245	88	22	---	---	---	105	48	12	---	---
	Yellow	---	1	10	133	80	10	---	---	---	63	35	2	---	---
	Mixed	---	1	38	168	75	16	---	---	---	103	40	4	1	---
Total		---	10	93	546	243	48	18	---	---	271	123	18	1	1
1918, February	White	---	2	149	355	80	16	---	---	---	238	44	6	---	---
	Yellow	---	1	52	127	61	25	---	---	---	72	3	1	1	---
	Mixed	---	1	42	110	41	13	---	---	---	76	49	1	---	---
Total		---	4	243	592	182	54	10	---	---	386	96	8	1	---

ST. JOSEPH, MO.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March	White		33	402	256	61	23			14	380	54			
	Yellow	1	10	117	133	37	18				65	29	1	5	
	Mixed		8	81	96	26	9				98	15	2		
Total		1	51	600	485	124	50	28		14	546	98	3	5	
1918, April	White	2	56	257	65	16	9			37	229	6	1	2	
	Yellow	1	39	82	38	6	5			19	67	27	2	1	
	Mixed		12	62	22	6	8			3	59	8	1	1	
Total		3	107	401	128	28	22	28		59	355	41	4	4	2
1918, May	White	3	65	107	51	23	9			57	137	25	5	9	
	Yellow	2	43	54	21	10	3		1	19	26	3		6	
	Mixed		12	29	9	5	8			8	27	9	2	4	
Total		5	120	190	81	38	20	14	1	84	190	37	7	19	10
1918, June	White		60	110	49	28	25			44	127	28	12	12	
	Yellow	1	21	40	7	2	3		1	14	13	1		1	
	Mixed		12	30	23	9	9			4	31	6	3	2	
Total		1	93	180	79	39	37	24	1	62	171	35	15	15	11
1918, July	White		20	38	26	8	9			7	49	8	4	2	
	Yellow		2	6	7	2	1		1	1	8	3			
	Mixed		2	10	6	5	3			2	9	3	1	3	
Total			24	54	39	15	13	5	1	10	66	14	5	5	6
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		35	466	1,843	2,277	874	284	151	3	243	2,186	511	71	51	37

NEW YORK, N. Y.

1917, November	Yellow	1				3	3								
	Mixed	22	18	5	2					30	267			1	
Total		23	18	5	2	3	3			30	267			1	
1917, December	Yellow				2	3	8			8					
	Mixed	2	5	1	2	1									
Total		2	5	1	4	4	8	3		8					
1918, January	Mixed		1				2				13				
Total			1				2	5			13				
1918, February	White		3	1											
	Yellow			1	1		1								
	Mixed		1	2	1										
Total			4	4	2		1								
1918, March	White			3			1								
	Yellow			229	176	20	22								
	Mixed		1	503	468	84	127				625	233			
Total			1	726	644	104	150	67			625	233			
1918, April	White		2			1									
	Yellow	1		56	222	28	25								
	Mixed		6	40	464	60	45				20	1,067			
Total		1	8	96	686	89	70	145			20	1,067			

NEW YORK, N. Y.—Continued.

Year and month.	Color.	In terms of earloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	White		3	12	7	1	1				3				
	Yellow	2	8	45	72	14	19							1	
	Mixed		60	128	136	26	19			95	163	256			
Total		4	71	185	215	41	39	68		95	166	256		1	3
1918, June	White		2	1	12										
	Yellow	3	1	10	9	24	3					1			
	Mixed	6	139	83	491	29	15				245	464	30		
Total		9	142	94	512	53	18	158			245	465	30		39
1918, July	Yellow			3	6	11	39							4	
	Mixed		11	19	48	15	35		236	160	15	16		25	
Total			11	22	54	26	74	159	236	160	15	16		29	31
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		39	261	1,133	2,119	320	365	605	369	1,496	2,036	46		31	73

EAST ST. LOUIS, ILL.

1917, November	White	1	19	86	97	63	20			1	11	45	8	6	
	Yellow		8	19	8	3	5				4	4			
	Mixed	1	15	103	94	56	25				1	1	2	4	
Total		2	42	208	199	122	50	138		1	16	50	10	10	13
1917, December	White		12	63	53	39	14			2	18	19			
	Yellow		12	46	11	24	40			8	13	3			
	Mixed		6	41	25	39	46				3	3	1		
Total			30	150	89	102	100	71		10	31	25	1		7
1918, January	White	1	22	44	40	29	17		1	3	12	25		1	
	Yellow		15	19	23	36	33		1	3	6	2	2	3	
	Mixed		2	20	26	66	41				1	4			
Total		1	39	83	89	131	96	55	2	6	19	31	2	4	1
1918, February	White	1	17	48	130	76	37		2	1	11	51	4	1	
	Yellow		13	21	26	72	76			2	16	12	1		
	Mixed	3		7	31	72	74				7	20	3		
Total		4	30	76	187	220	187	99	2	3	34	83	8	1	1
1918, March	White	1	21	81	152	80	71		1	4	75	91	7	4	
	Yellow	5	47	139	218	198	128			15	30	43	15	3	
	Mixed		18	89	109	160	66			3	13	12	49	12	
Total		6	86	309	479	438	265	202	1	22	118	146	71	19	16
1918, April	White	11	60	119	51	17	48		6	26	71	56	3	16	
	Yellow	2	17	24	20	6	9		4	23	33	6		1	
	Mixed	1	9	39	7	9	8			16	27	9	3	12	
Total		14	86	182	78	32	65	95	10	65	131	71	6	29	93
1918, May	White	6	96	101	22	14	36		3	45	40	46	3		
	Yellow	4	50	79	26	6	17		2	24	7	1	1	3	
	Mixed	2	46	47	23	10	25		1	49	1		1	2	
Total		12	192	227	71	30	78	71	6	118	48	47	5	5	25
1918, June	White	11	60	53	35	26	28		1	50	28	15	2	22	
	Yellow	4	38	52	41	33	20		2	9	3		2	1	
	Mixed	2	23	16	14	19	17			21	2	2	3	9	
Total		17	121	121	90	78	65	107	3	80	33	17	7	32	16

EAST ST. LOUIS, ILL.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July	White	2	26	32	17	25	23	-----	---	2	5	5	8	11	-----
	Yellow	2	16	18	17	16	31	-----	1	6	1	2	1	-----	-----
	Mixed	1	3	13	5	16	19	-----	---	2	---	3	6	11	-----
Total		5	45	63	39	57	73	112	1	10	6	10	15	22	27
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		61	671	1,419	1,321	1,210	979	950	25	315	436	480	125	122	199

GALVESTON, TEXAS.

1917, November	White	---	2	2	---	---	---	---	---	---	---	---	---	---	---
	Mixed	---	---	5	---	---	---	---	---	---	---	---	---	---	---
Total		---	2	7	---	---	---	1	---	---	---	---	---	---	---
1917, December	White	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	Mixed	---	3	46	1	---	---	---	---	---	---	---	---	---	---
Total		---	4	46	1	---	---	---	---	---	---	---	---	---	---
1918, January	White	---	---	22	1	---	---	---	---	---	64	---	---	---	---
	Mixed	---	---	---	3	---	---	---	---	---	---	---	---	---	---
Total		---	---	22	4	---	---	1	---	---	64	---	---	---	---
1918, February	White	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	Mixed	---	1	177	79	57	20	---	---	---	225	56	---	---	---
Total		---	1	178	79	57	20	12	---	---	225	56	---	---	---
1918, March	White	---	---	9	5	5	---	---	---	---	---	---	---	---	---
	Yellow	---	---	91	36	22	11	---	---	---	---	---	---	---	---
	Mixed	---	1	1,252	176	79	37	---	---	---	822	---	---	---	---
Total		---	1	1,352	217	106	48	53	---	---	822	---	---	---	1
1918, April	White	1	1	24	3	2	3	---	---	---	---	---	---	---	---
	Yellow	---	---	18	2	1	1	---	---	---	138	---	---	---	---
	Mixed	---	4	240	25	7	8	---	---	---	619	---	---	---	---
Total		1	5	282	30	10	12	26	---	---	757	---	---	---	---
1918, May	White	---	---	---	---	---	---	---	---	---	---	4	---	1	---
	Mixed	---	7	169	125	51	13	---	---	---	246	---	---	---	---
Total		---	7	169	125	51	13	26	---	---	246	4	---	1	10
1918, June	White	---	1	2	---	2	2	---	---	---	---	---	---	---	---
	Mixed	---	1	3	---	---	---	---	---	---	26	---	---	---	---
Total		---	2	5	---	2	2	6	---	---	26	---	---	---	19
1918, July	Mixed	---	1	2	6	3	17	---	---	---	---	---	---	---	---
Total		---	1	2	6	3	17	14	---	---	---	---	---	---	4
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	23	2,063	462	229	112	139	---	---	2,140	60	---	1	34

BALTIMORE, MD.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	White	1	3	5	1	1	1								
	Yellow	1	2	1					2	2	7				
	Mixed	10	28	25	3	4	1			38	83			1	
Total		12	33	31	4	5	2	51	2	40	90			1	176
1917, December	White		1	26	24	8	18				1				
	Yellow	1				4	12				21	1		104	
	Mixed	5	16	11	8	4	1			70	37		15	1	
Total		6	17	37	32	16	31	102		70	22	1	15	105	184
1918, January	White			2	5	7	2				9	3			
	Yellow			2	7	30	14			1	4	1	1	1	
	Mixed		1	1	1	4	4				37	2		30	
Total			1	5	13	41	20	27		1	50	6	1	31	258
1918, February	White			4	10	5	5				1				
	Yellow			4	15	19	8			2	16		6	2	
	Mixed	1			2	7	2			5	1	2			
Total		1		8	27	31	15	9		7	18	2	6	2	230
1918, March	White		2	96	41	17	16			1	10	2			
	Yellow		2	37	28	9	12				9	3			
	Mixed		1	69	81	8	18			1	3	1			
Total			5	202	150	34	46	38		2	22	6			
1918, April	White		30	115	30	8	57			1	7			3	
	Yellow		13	64	16	10	13			2	6	3	1	1	
	Mixed		4	45	21	10	22				107	77	1	14	
Total			47	224	67	28	92	169		3	120	80	2	18	2
1918, May	White		24	18	4	1	31			2	23	10	4	34	
	Yellow	7	30	15	10	10	12			3	15	1		1	
	Mixed	5	35	11	1	5	16			9	72	56			
Total		12	89	44	15	16	59	118		14	110	67	4	35	70
1918, June	White	2	11	19	1	2	27			11	72	22	6	56	
	Yellow	6	30	7		1	1			6	13			4	
	Mixed	4	25	4	2		5		1	58	7	16		1	
Total		12	46	30	3	3	33	64	1	75	92	38	6	61	87
1918, July	White		1	2	2	2	1			11	6	1	4	1	
	Yellow	2	2	1						5	2	1		4	
	Mixed		1	3			1		2	8	3				
Total		2	4	6	2	2	2	9	2	24	11	2	4	5	26
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918		45	242	587	313	176	300	587	5	236	535	202	38	258	1,033

CEDAR RAPIDS, IOWA.

1917, November	White			1	1	4	1				1				
	Yellow				1	3	15			1					
	Mixed	21	18	9	9	6	23				2	5			
Total		21	19	10	11	13	39	213		1	3	5			
1917, December	White					4	1								
	Yellow			1	22	18	75					24	10		
	Mixed	2	2	6	10	26	76				2	3	1		
Total		2	2	7	32	48	152	235			2	27	12		3

CEDAR RAPIDS, IOWA—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, January	White				1	2	2						1		
	Yellow				12	38	93					86	9		
	Mixed	1		5	28	41	93					1	1	1	
Total		1		5	41	81	183	283				87	11	1	6
1918, February	White				4	3	7								
	Yellow				41	91	104								
	Mixed		1	4	18	22	89								
Total			1	4	63	116	200	267							
1918, March	White				2	2	9					3			
	Yellow				13	58	87				7	16	13	1	
	Mixed	2	10	5	8	28	88				2	11	7		
Total		2	10	18	22	88	184	236			9	30	20	1	5
1918, April	White			1	31	25					1	1			
	Yellow		7	6	9	18	75				6	7			
	Mixed		2	5	22	18	75				3	1	1		
Total			9	12	62	62	150	235			10	9	1		5
1918, May	White			35	16	23	31				1	4			
	Yellow		3	36	30	35	50				10				
	Mixed		6	21	6	7	27			1	10	2			
Total			9	92	52	65	108	118		1	21	6			1
1918, June	White			2	2	1	9								
	Yellow		4	4	5	10	50					3	1	1	
	Mixed		1	1	4	4	17				1	3	1	1	
Total			5	7	11	15	76	294			1	6	2	2	
1918, July	White			1	5	1	4					2			
	Yellow			2	5	5	12							1	
	Mixed		1	3	1										
Total			1	6	11	6	16	7				2		1	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		26	56	161	305	494	1,113	1,888		2	46	172	46	5	20

NASHVILLE, TENN.

1917, November	White			11	46	51	19			11	43	18	9	1	
	Yellow	3		4	1										
	Mixed		3	13	45	58	14			7	35	12	10	6	
Total		3	3	28	92	109	33	66		18	78	30	19	7	
1917, December	White	1	1	26	48	27	11			11	33	17	11		
	Yellow			3	2	1				1	1	2	1		
	Mixed		2	23	66	43	13			8	34	25	4	1	
Total		1	3	52	116	71	24	16		20	68	44	16	1	
1918, January	White			8	41	24	6			9	45	24	3	2	
	Yellow		1	3	1	2	1				1			1	
	Mixed		1	24	46	25	4			7	44	15	3	1	
Total			2	35	88	51	11	7		16	90	39	6	4	2
1918, February	White		8	53	83	45	12			8	100	29			
	Yellow		1	29	9	1	2				7	1			
	Mixed		2	53	77	14	4			1	27	12	1		
Total			11	135	169	60	18	19		9	134	42	1		

NASHVILLE, TENN.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March	White	4	26	117	89	8	13		67	86	6	1	2		
	Yellow		1	7	14	11	6		2	25	4			1	
	Mixed	1	17	99	61	7	3		23	41	15	1	2		
Total		5	44	223	164	26	22	93	92	152	25	2	5	1	
1918, April	White	6	46	59	6	1	12		3	58	48	22	8	8	
	Yellow		4	2		3							1	1	
	Mixed	2	23	28	6	3	16		1	24	14	7	1	2	
Total		8	73	89	12	7	28	35	4	82	62	29	10	11	13
1918, May	White	6	37	24	12	2	8		3	52	33	10	1	5	
	Yellow		1										2	4	
	Mixed	4	16	16			7		1	36	12	9	1	3	
Total		10	54	40	12	2	15	36	4	89	45	21	6	9	7
1918, June	White	1	37	10	2	2	5		1	54	16	15	1	8	
	Yellow		4		1										
	Mixed	1	17	9	10	11	7		1	27	19	18		2	
Total		2	58	19	13	13	12	28	2	81	35	33	2	10	26
1918, July	White	5	20	2	1	4	3		1	28	4	11		3	
	Yellow		2	2											
	Mixed	1	20	4	2	1			1	6	5	7	1	1	
Total		6	43	8	3	5	3	11	2	34	9	18	1	4	11
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		35	291	629	669	344	166	311	12	441	673	281	63	51	60

SEATTLE, WASH.

[illegible]

SEATTLE, WASH.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple grade.
1918, June	{ Yellow Mixed		1	3 2	3										
Total			1	5	3			5							
1918, July	{ White Yellow Mixed			5 1	1					1 9					
Total				6	1				10						1
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		50	679	2,160	754	98	10	263	10						1

DETROIT, MICH.

1917, November	{ White		8	1	2		1								
	{ Yellow	7	10	7	2		1	6							
	{ Mixed	5	4	4	2										
Total		12	22	12	6	1	7	20							
1917, December	{ White		6	22	1		1			3		1			
	{ Yellow	1	6	25	19	3	5							1	
	{ Mixed		3	25	8	2	1								
Total		1	15	72	28	5	7	27		3		1		1	1
1918, January	{ White		1	4	2	1	1			2	1			1	
	{ Yellow			22	28	38	51				1	5	6		
	{ Mixed		2	5	8	10							8	2	
Total			3	31	38	49	52	79		2	2	5	14	3	19
1918, February	{ White		1	5	5	1	4				3	2	3	1	
	{ Yellow		3	39	95	64	68				4	31	37	27	
	{ Mixed	1		2	2	3	4				6	9	14	15	
Total		1	4	46	102	68	76	89			13	42	54	43	38
1918, March	{ White	13	5	123	140	123	77		1	12	13	2	1		
	{ Yellow		1	53	58	33	35			5	55	88	31	36	
	{ Mixed			9	3	3	23				8	11	6	5	
Total		13	6	185	201	159	135	51	1	17	76	101	38	41	21
1918, April	{ White		10	20	16	11	12			9	10	6	3	4	
	{ Yellow		13	46	40	17	19			11	30	32	19	11	
	{ Mixed			3	2	1	5				1	1		3	
Total			23	69	58	29	36	146		20	41	39	22	18	114
1918, May	{ White	1	12	18	6	1	4			2	3	2			
	{ Yellow	3	10	51		20	44				26	26	10	6	
	{ Mixed				2	9	1								
Total		4	22	69	8	30	49	52		2	29	28	10	6	42
1918, June	{ White		2	5	1		3				11	1	1	3	
	{ Yellow			6	12	30	13				11	16	6	2	
	{ Mixed			1		1	3								
Total			2	12	13	31	19	62			22	17	7	5	26

DETROIT, MICH.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July	White		1	2	1	3	4			1	2		2		
	Yellow		6	7	4	2	6			1	12	6	2	2	
	Mixed						1							1	
Total			7	9	5	5	11	12		2	14	6	4	3	5
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		31	104	505	459	377	392	538	1	46	197	239	149	120	266

PHILADELPHIA, PA.

1917, November	Yellow	6	3	2											
	Mixed	22	11	5	2		1			1					
Total		28	14	7	2		1	4		1					
1917, December	White		1		1	6									
	Yellow	1		1	3	10	7								
	Mixed	4	2		1	5				37					
Total		5	3	1	5	21	7	11		37					
1918, January	White				3	10	3								
	Yellow			7	27	33	8				1	8	2		
	Mixed			1	4	7				16					
Total				8	34	50	11	14		16	1	8	2		3
1918, February	White			1											
	Yellow	1	1	7	13	8	5								
Total		1	1	8	13	8	5	4							3
1918, March	White		3	13	4	2	4								
	Yellow		5	37	9	25	17				11	5	1		
	Mixed		1	42	33	7	22				25	65	14	10	
Total			9	92	46	34	43	48			36	70	15	10	
1918, April	White			11	2		19								
	Yellow		12	44	22	14	33								
	Mixed	3	12	105	86	44	38				65	215	19		
Total		3	24	160	110	58	90	112			65	215	19		
1918, May	White		1	11	2	2	7								
	Yellow	1	46	90	26	13	23			19					
	Mixed	1	28	58	11	3	13			9	29	75			
Total		2	75	159	39	18	43	89		28	29	75			
1918, June	White		1	1						1	1				
	Yellow		8	10	4	1	3								
	Mixed	1	26	151	114	24	13		1	158	242	75			
Total		1	35	192	118	25	16	59	1	159	244	75			7
1918, July	White				1										
	Yellow		1	5	10	1	1		1		3		1		
	Mixed	1	5	84	30							60			
Total		1	6	89	41	1	1	11	1		3	60	1		11
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		41	167	716	408	215	217	352	2	241	378	503	37	10	24

CINCINNATI, OHIO.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.						Shipments by grade.							
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	White.....	3	9	17	3	1	3	-----	2	3	4	1	-----	-----	-----
	Yellow.....	11	10	12	1	-----	1	-----	5	-----	6	4	-----	3	8
	Mixed.....	5	11	11	1	3	8	-----	-----	2	3	3	-----	-----	3
Total.....		19	30	40	5	4	12	87	7	5	13	8	3	11	34
1917, December	White.....	-----	5	19	10	1	1	-----	-----	3	21	3	-----	-----	-----
	Yellow.....	1	2	12	6	2	1	-----	-----	-----	24	2	-----	-----	-----
	Mixed.....	-----	1	15	6	4	4	-----	-----	1	14	1	-----	3	-----
Total.....		1	8	46	22	7	6	51	-----	4	59	6	-----	3	9
1918, January	White.....	-----	1	7	3	1	5	-----	-----	-----	2	-----	-----	-----	-----
	Yellow.....	-----	-----	3	13	7	11	-----	-----	-----	9	2	2	4	-----
	Mixed.....	-----	-----	3	7	4	10	-----	-----	-----	3	3	1	13	-----
Total.....		-----	1	13	23	12	26	155	-----	-----	14	5	3	17	22
1918, February	White.....	-----	-----	17	12	10	13	-----	-----	-----	14	10	-----	5	-----
	Yellow.....	-----	-----	22	18	3	6	-----	-----	-----	2	3	1	2	-----
	Mixed.....	-----	1	9	8	2	2	-----	-----	-----	5	3	3	1	-----
Total.....		-----	1	48	38	15	21	74	-----	-----	21	16	4	8	4
1918, March	White.....	1	5	55	51	53	55	-----	-----	1	39	30	15	16	-----
	Yellow.....	-----	3	7	20	14	13	-----	-----	1	19	15	6	1	-----
	Mixed.....	-----	6	11	5	9	17	-----	-----	-----	2	6	16	44	-----
Total.....		1	14	73	76	76	85	222	-----	2	60	51	37	61	24
1918, April	White.....	-----	14	39	22	12	73	-----	-----	3	13	15	10	9	-----
	Yellow.....	-----	4	15	9	5	20	-----	-----	1	9	-----	-----	-----	-----
	Mixed.....	-----	7	3	3	10	9	-----	-----	-----	-----	13	6	13	-----
Total.....		-----	25	57	34	27	102	117	-----	4	22	28	16	22	30
1918, May	White.....	1	30	30	12	12	33	-----	-----	19	26	7	2	-----	-----
	Yellow.....	3	9	18	7	9	12	-----	-----	-----	14	3	3	-----	-----
	Mixed.....	-----	1	2	-----	1	5	-----	-----	1	3	1	11	3	-----
Total.....		4	40	50	19	22	50	102	-----	20	45	11	16	4	11
1918, June	White.....	3	11	17	10	4	9	-----	-----	13	16	28	9	23	-----
	Yellow.....	1	4	30	15	17	20	-----	-----	2	9	-----	1	6	-----
	Mixed.....	-----	3	8	8	3	8	-----	-----	-----	-----	-----	-----	3	-----
Total.....		4	18	55	33	24	37	37	-----	15	25	28	10	32	24
1918, July	White.....	-----	19	37	8	9	8	-----	2	20	17	13	5	-----	-----
	Yellow.....	1	3	6	3	4	7	-----	-----	1	6	4	1	2	-----
	Mixed.....	-----	2	2	1	3	3	-----	2	2	2	-----	1	4	-----
Total.....		1	24	45	12	16	18	22	4	23	25	17	7	6	4
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		30	161	427	262	203	357	867	11	73	284	170	96	164	162

ATCHISON, KANS.

1917, November	White.....	2	7	5	14	13	2	-----	-----	3	1	-----	-----	4	-----
	Yellow.....	1	-----	1	2	3	-----	-----	-----	1	-----	-----	1	8	-----
	Mixed.....	-----	1	3	8	3	2	-----	-----	1	2	19	7	10	-----
Total.....		3	8	9	24	19	4	12	-----	4	4	19	8	22	15
1917, December	White.....	-----	4	24	92	35	9	-----	-----	23	19	6	1	1	-----
	Yellow.....	-----	-----	6	30	10	-----	-----	-----	2	17	2	-----	-----	-----
	Mixed.....	-----	-----	6	39	6	1	-----	-----	5	45	4	1	1	-----
Total.....		-----	4	36	161	51	10	4	-----	30	81	12	2	2	-----

ATCHISON, KANS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, January	White			10	69	25				7	21	2	1		
	Yellow			1	30	4				1	4	1			
	Mixed			6	39	9	2			5	48	19	4	2	
Total				17	138	38	5	5		13	73	22	5	2	
1918, February	White			54	95	21	1			1	44	2	1		
	Yellow			15	15	7	3				24	1	2		
	Mixed			11	35	10	1				27	7	1	1	
Total				80	145	38	5	4		1	95	10	4	1	1
1918, March	White		13	113	133	17				5	127	16	1		
	Yellow		8	30	20	4	1			1	26	5			
	Mixed		5	29	23	11	3			6	44	22	5	2	
Total			26	172	176	32	4	5		12	197	43	6	2	
1918, April	White		33	89	25	8	8			14	92	17		1	
	Yellow		8	7			1			11	21	4			
	Mixed		4	17	15	2	3			1	28	5	4		
Total			45	103	40	10	12	14		26	141	26	4	1	6
1918, May	White	1	13	67	31	3	5			10	53	11		2	
	Yellow		6	22	11						6				
	Mixed		2	10	6	1	4			5	53	9	2	1	
Total		1	21	99	48	4	9	2		15	112	20	2	3	
1918, June	White			13	18	10	6				19	22	5	6	
	Yellow			5	4	2					6	2		1	
	Mixed			5	5	3	1			2	19	23	1	3	
Total				23	27	15	7	16		2	44	47	6	10	2
1918, July	White			6	7	1	1			1	14	19	6	5	
	Yellow			3	2						3				
	Mixed					1	1				8	1			
Total				9	9	3	2			1	25	20	6	5	8
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		4	104	548	768	210	58	62		104	772	219	43	48	32

TERRE HAUTE, IND.

1917, November	White			3	1	12	13			1	23	19	1		
	Yellow					1	2			3	14	6	2		
	Mixed		1	4	1	8	10			51	36	30	8	1	
Total			1	7	2	21	25	216		55	73	55	11	1	8
1917, December	White					6	3								
	Yellow					1	2				8				
	Mixed			57	13	6	6								
Total				57	13	13	11	186			8				
1918, January	White				5	10	78				43				
	Yellow					1	3				5	7			
	Mixed					2	3				12	1			
Total					5	13	84	186			60	8			
1918, February	White			7	4	17	73				21	27	20		
	Yellow					1	5				4	3	20		
	Mixed						2				5	18	3	1	
Total				7	4	18	80	128			30	48	43	1	1

TERRE HAUTE, IND.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March	White		2	22	2	21	57				39	41	21	20	
	Yellow					7	14				1	4	10	5	
	Mixed						1					24	5	7	
Total			2	22	2	28	72	208			40	69	36	32	9
1918, April	White		25	185	139	13	1				3	11	16	6	
	Yellow			1		1						1		5	
	Mixed		1		1		5					1	1		
Total			26	186	140	14	6	44			3	13	17	11	1
1918, May	White		33	58	23	8	13				1	9	5	10	
	Yellow			1	2		4						1		
	Mixed		1		1	1	1					1			
Total			34	59	26	9	18	59			1	10	6	10	
1918, June	White		3	15	6		1			1	1	1	2		
	Yellow			3	1	2	4				4	4	4	3	
	Mixed										1		2	1	
Total			3	18	7	2	5	13		1	6	5	8	4	
1918, July	White			25	6	1				2	1	7		3	
	Yellow						1				1	2	2	8	
	Mixed			1	1	1					1		2		
Total				26	7	2	1	6		2	3	9	4	11	1
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			66	382	206	120	302	1,046		58	224	217	125	70	20

FORT WORTH, TEXAS.

1917, November	White		15	21	6	1				18	10				
	Mixed	2	12	5	6	5					6	2	4	3	
Total		2	27	26	12	6	14			18	16	2	4	3	1
1917, December	White		20	57	14	1				2	17	13			
	Mixed	1	18	54	31	3	6			1	21	2			
Total		1	38	111	45	4	25			3	38	15			
1918, January	White		14	28	17	2	5			8	38	1			
	Yellow		1	1	1										
	Mixed	2	12	48	38	10	7			5	45	1	2		
Total		2	27	77	56	12	12	6		13	83	2	2		
1918, February	White		1	12	8					24	89	1			
	Yellow		3	8	3	1					6				
	Mixed	1	17	96	27	3	5			6	51	2			
Total		1	21	116	38	4	5	7		30	146	3			1
1918, March	White	2	22	96	26	1	7			5	27	1			
	Yellow		3	3	2	1					1				
	Mixed	3	50	169	25	1	13			14	66	3	1		
Total		5	75	268	53	3	20	29		19	94	4	1		
1918, April	White		10	79	12	3	41			15	49	10	6	8	
	Yellow		1	3			2			1	1				
	Mixed		13	61	24	4	26			8	43	9	5	11	
Total			24	143	37	7	69	90		24	93	19	11	19	21

FORT WORTH, TEXAS—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	White	---	1	23	8	2	8	---	---	6	30	6	4	31	---
	Yellow	---	1	4	2	---	---	---	---	1	---	---	---	1	---
	Mixed	---	3	2	11	1	5	---	---	4	41	22	5	23	---
Total		---	5	29	21	3	12	20	---	10	72	28	9	55	24
1918, June	White	---	14	14	8	8	11	---	---	3	4	7	1	14	---
	Yellow	---	2	2	4	1	1	---	---	---	1	1	---	---	---
	Mixed	---	4	9	5	6	1	10	---	1	5	4	4	3	13
Total		---	4	25	21	18	10	22	42	1	8	9	12	4	27
1918, July	White	---	1	2	2	1	2	---	---	1	1	---	---	5	---
	Mixed	---	1	5	3	1	1	2	---	1	2	2	---	1	---
Total		---	1	6	5	3	2	4	7	1	3	2	---	6	14
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		---	16	248	796	283	51	151	240	2	128	553	85	31	101

WICHITA, KANS.

1917, November	White	4	---	1	1	---	---	---	---	---	---	---	---	---	---
	Mixed	2	---	3	4	1	1	---	---	---	---	---	---	---	---
Total		6	---	4	5	1	1	2	---	---	---	---	---	---	3
1917, December	White	---	---	3	5	1	---	---	---	1	---	---	---	---	---
	Yellow	---	---	10	11	1	1	---	---	1	1	---	---	---	---
	Mixed	---	1	38	26	14	1	---	---	1	1	2	1	1	---
Total		---	1	51	42	16	2	3	---	1	3	3	1	1	---
1918, January	White	---	---	33	14	3	---	---	---	---	3	2	---	---	---
	Yellow	---	---	15	38	8	7	---	---	---	2	3	---	---	---
	Mixed	---	2	88	71	12	1	---	---	---	8	4	---	---	---
Total		---	2	136	123	23	8	---	---	---	13	9	---	---	---
1918, February	White	---	4	80	27	2	2	---	---	---	15	---	---	---	---
	Yellow	---	8	44	27	13	3	---	---	---	8	10	---	---	---
	Mixed	---	8	125	81	16	9	---	---	---	1	9	5	1	---
Total		---	20	249	135	31	14	---	---	---	24	19	5	1	---
1918, March	White	---	19	137	13	---	---	---	---	3	27	4	1	---	---
	Yellow	---	14	69	35	1	3	---	---	2	14	6	1	---	---
	Mixed	---	1	17	156	34	11	4	---	3	45	4	1	---	---
Total		---	1	50	362	82	12	7	6	---	8	86	14	3	---
1918, April	White	---	14	36	8	1	2	---	---	7	16	3	---	---	---
	Yellow	---	1	5	25	5	---	---	---	6	13	2	1	---	---
	Mixed	---	19	88	20	12	2	---	---	6	25	2	2	2	---
Total		---	1	38	149	33	4	6	6	---	19	54	7	3	2
1918, May	White	---	1	14	58	8	3	---	---	4	18	2	---	2	---
	Yellow	---	---	8	25	5	4	---	---	6	14	3	1	---	---
	Mixed	---	---	11	54	15	7	5	---	5	36	4	5	---	---
Total		---	1	33	137	28	14	5	5	---	15	68	9	6	5
1918, June	White	---	15	29	---	---	3	---	---	9	21	1	---	1	---
	Yellow	---	8	8	---	1	---	---	---	5	10	3	---	2	---
	Mixed	---	23	63	18	2	2	---	---	11	38	9	2	2	---
Total		---	46	100	18	3	5	10	---	25	69	13	2	5	6

WICHITA, KANS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, July	White	1	2	6	1	1	1			1	4	1	1	1	
	Yellow		1	2						1	1				
	Mixed		3	12	1		1			3	19	2		3	
Total		1	6	20	2	1	3	2		5	24	3	1	4	1
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		10	196	1,208	468	114	49	34		73	341	77	21	15	15

HUTCHINSON, KANS.

1917, November	White				1							5			
	Yellow			3											
	Mixed		1	1	9	1						1	2		
Total			1	4	10	1						6	2		
1917, December	White			9	6					1	1	3			
	Yellow			15	20	2					1	2			
	Mixed		1	42	33	2					4	3			
Total			1	66	59	4				1	6	8			
1918, January	White			26	13		1				13				
	Yellow		1	52	26	2	1				5	1		1	
	Mixed		3	128	97	13	11				32	14	1	1	
Total			4	206	136	15	13	3			50	15	1	2	
1918, February	White		13	84	6	1				1	19	2			
	Yellow		6	139	18	4	1				36	2			
	Mixed		10	236	68	4	1				72	12	1		
Total			29	459	92	9	2	4		1	127	16	1		
1918, March	White		10	27	7	2	1				9	2			
	Yellow		24	70	25	8	3			2	14	1	1		
	Mixed		16	99	29	14	4				39	7			
Total			50	196	61	24	8	3		2	62	10	1		1
1918, April	White		6	11	4					4	4	1		1	
	Yellow		5	7	9	2				1	5	1			
	Mixed		5	35	21	5	7			3	16	7	2		
Total			16	53	34	7	7	2		8	25	9	2	1	1
1918, May	White		3	7	1					2	4	2	1		
	Yellow		7	12	2	1	1			8	9	4	1	1	
	Mixed		9	47	14	1	5			8	21	6		1	
Total			19	66	17	2	6			18	34	12	2	2	
1918, June	White		2	3	2						4	2			
	Yellow		2	7	2	1	1			3	6	2			
	Mixed		5	30	6	7	4			4	24	9	8		
Total			9	40	10	8	5	3		7	34	13	8		3
1918, July	White			1											
	Mixed			3							2	3			
Total				4							2	3			
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			129	1,094	419	70	41	15		37	340	92	17	5	5

DENVER, COLO.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	White		6	4	1						1				1
	Yellow		1	3	1										
	Mixed		9	16	1		2		3						4
Total			16	23	3	1	2	8		3	1			5	7
1917, December	White		2	7	3	4					1				
	Yellow		1	7	34	16	1				5	10	6	2	
	Mixed		3	47	84	25	1		4	18	23	1	1	1	
Total			6	61	121	45	2	9		4	24	33	7	3	1
1918, January	White		2	2	10						2	1			
	Yellow		2	13	46	54	23				6	13	7		
	Mixed		2	53	71	89	29		1	17	14	11	4		
Total			6	68	127	143	52	16		1	25	28	18	4	
1918, February	White			37	11	1					2				
	Yellow		8	32	34	34	7		3	12	4		2		
	Mixed		1	35	70	54	16			21	17	14	3		
Total			9	104	115	89	23	6		3	35	21	16	3	
1918, March	White		11	60	9	1				2	3	1			
	Yellow		4	46	52	17	6		1	11	13		2		
	Mixed		2	62	62	20	8			16	15	3	4		
Total			17	168	123	38	14	2		3	30	29	5	4	2
1918, April	White		8	22	5	1					5				
	Yellow		1	16	13	2					13	5	2		
	Mixed		2	28	24	6	5		1	12	11	2	1		
Total			11	66	42	9	5	2		1	30	16	4	2	1
1918, May	White		7	9	2	1					1				
	Yellow		3	11	6	4	1			3	1			2	
	Mixed		2	21	16	10	3			6	10	4	1		
Total			12	41	24	15	4	3			10	11	4	3	
1918, June	White			4							2				
	Yellow		2	9	14	4			2	3	2			1	
	Mixed		1	19	6	6	1			6	3	2	1		
Total			3	32	20	10	1	4		2	11	5	2	2	1
1918, July	White			1	2						1	1			
	Yellow			2	3	2	3					1	1		
	Mixed		2	3	4	8	10				2			1	
Total			2	6	9	10	13	6			1	4	1	1	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			82	569	584	360	116	56		17	167	147	57	27	12

MEMPHIS, TENN.

1917, November	White	6	14	12		3			2	11	17	1			
	Yellow		2	4											
	Mixed	3	18	39	1				1	34	75	29	4		
Total		9	34	55	1	3	6		3	45	92	30	4	8	
1917, December	White	4	17	13	10				1	8	8	4	2		
	Yellow		4	11	8					2		1	1		
	Mixed	3	35	14	3	1			1	42	66	4	1		
Total		7	56	38	21	1	13		2	52	74	9	3		

MEMPHIS, TENN.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, January	White	---	1	10	16	1	---	---	---	1	3	-1	---	2	---
	Yellow	---	---	---	5	3	2	---	---	---	---	---	1	---	---
	Mixed	---	3	34	10	7	---	---	---	---	31	35	5	---	---
Total		---	4	44	31	11	2	6	---	1	34	36	6	2	1
1918, February	White	---	15	24	17	7	---	---	---	---	6	1	1	---	---
	Yellow	---	---	5	14	22	6	---	---	---	---	---	---	---	---
	Mixed	---	4	41	32	17	5	---	---	---	25	11	---	---	---
Total		---	19	70	63	46	11	5	---	---	31	12	1	---	---
1918, March	White	---	7	28	46	6	4	---	---	---	11	4	2	1	---
	Yellow	---	---	7	21	23	63	---	---	---	---	---	---	---	---
	Mixed	---	26	30	29	9	5	---	---	2	37	17	1	---	---
Total		---	33	65	96	38	72	34	---	2	48	22	3	1	3
1918, April	White	1	18	51	30	7	7	---	---	---	---	---	---	---	---
	Yellow	---	---	3	2	2	14	---	---	---	---	---	---	---	---
	Mixed	2	39	19	6	1	8	---	---	---	4	2	---	4	---
Total		3	57	73	38	10	29	95	---	---	4	2	---	4	1
1918, May	White	4	10	18	3	---	3	---	1	10	8	2	1	---	---
	Yellow	---	1	1	3	4	20	---	---	2	1	1	---	---	---
	Mixed	---	---	---	---	---	---	---	---	34	11	2	1	2	---
Total		4	11	19	6	4	23	9	1	46	20	5	2	2	4
1918, June	White	3	13	1	---	---	5	---	2	9	3	---	---	---	---
	Yellow	---	1	---	1	1	17	---	---	---	---	---	---	---	---
	Mixed	4	12	6	3	1	11	---	---	29	1	---	1	1	---
Total		7	26	7	4	2	33	19	2	38	4	---	1	1	---
1918, July	White	1	4	---	---	---	---	---	1	4	---	---	---	---	---
	Yellow	1	---	---	1	1	---	---	---	---	---	---	---	---	---
	Mixed	2	7	2	---	---	5	---	4	23	---	---	---	---	---
Total		4	11	2	1	1	5	8	5	27	---	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		18	177	370	332	134	179	195	8	119	238	243	52	17	17

TOLEDO, OHIO.

1917, November	White	---	1	1	4	---	---	---	---	---	---	---	---	---	---
	Yellow	1	5	5	2	---	---	---	---	---	---	---	---	---	---
	Mixed	---	---	6	7	1	6	---	---	---	---	---	---	---	---
Total		1	6	12	13	1	12	25	---	---	---	---	---	---	---
1917, December	White	---	1	8	2	---	1	---	---	---	---	---	---	---	---
	Yellow	---	6	8	4	---	5	---	---	10	3	2	1	1	---
	Mixed	---	5	18	6	---	5	---	---	1	2	---	---	---	---
Total		---	12	34	12	---	11	53	---	1	12	5	3	3	7
1918, January	White	---	---	5	1	5	11	---	---	---	1	---	---	---	---
	Yellow	---	2	4	---	---	3	---	---	---	3	---	---	---	---
	Mixed	---	1	1	3	---	---	---	---	---	3	---	---	---	---
Total		---	3	10	4	5	14	105	---	---	7	---	---	---	9
1918, February	White	---	---	---	1	5	15	---	---	---	1	2	---	---	---
	Yellow	---	---	5	5	3	6	---	---	---	1	2	6	3	---
	Mixed	---	---	1	---	---	---	---	---	---	1	---	---	---	---
Total		---	---	6	6	8	21	108	---	---	3	4	6	3	7

TOLEDO, OHIO—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, March	White	1		28	14	33	37				3				
	Yellow	2	3	37	22	31	40				15	12	17	9	
	Mixed			2	3	11	6				1		4	2	
Total		3	3	67	39	75	83	251			19	12	21	11	39
1918, April	White		10	53	3	1	4		1		16			3	
	Yellow	1	9	32	10	8	8		5	4	16	2	2	8	
	Mixed			5	1	2	1				2				
Total		1	19	90	14	11	13	45	6	4	34	2	2	11	56
1918, May	White		12	29		1	2						2	3	
	Yellow	1		44	18	6	17			1	27	3	6	2	
	Mixed		1	2	1	2	5							1	
Total		1	13	75	19	9	24	34		1	27	3	8	6	23
1918, June	White	1	1	14	11	3	6								
	Yellow		1	10	13	14	39			1	9	5	4	3	
	Mixed	1	3	2	2	2	7				1	1		11	
Total		2	5	26	26	19	52	72		1	10	6	4	14	41
1918, July	White			3	2	1	5								
	Yellow					2	6			2	2			7	
	Mixed					1	1						1		
Total				3	2	4	12	32		2	2		1	7	23
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		7	61	323	135	132	242	725	6	9	114	32	45	55	205

LOUISVILLE, KY.

1917, November	White		13	18	10	32	15			32	9	2	3	5	
	Yellow		3												
	Mixed		1			1									
Total			17	18	10	33	15	48		32	9	2	3	5	3
1917, December	White		10	12	10	7	4			13	10	4		8	
	Yellow			2	2	1	2							1	
	Mixed	1		2		2	3			1	2			1	
Total		1	10	16	12	10	9	17		14	12	4		10	9
1918, January	White		6	11	18	11	6			10	7	4	1		
	Yellow		1	3	4	2	2				3		3		
	Mixed			1	3	5	6			2	1	3	6	2	
Total			7	15	25	18	14	53		12	11	7	10	2	7
1918, February	White		6	13	42	19	28			6	12	13	7	3	
	Yellow	1		6	7	3	3				1	3	3	10	
	Mixed			5	2	1	4				6	4	5	12	
Total		1	6	24	51	23	35	61		6	19	20	15	25	7
1918, March	White		13	33	40	13	33			7	18	2		4	
	Yellow		1	5	1	4	5				8	6	3	12	
	Mixed			2	7	5	13				7	5	4	5	
Total			14	40	48	22	51	78		7	33	13	7	21	33
1918, April	White	3	20	35	21	4	11			4	16	1	2	5	
	Yellow	1	1		6		7				1			1	
	Mixed		5	11	3		2			1	6	1	1	2	
Total		4	26	46	30	4	20	162		5	23	2	3	8	23

LOUISVILLE, KY.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May-----	{White-----	16	17	4	1	3	-----	-----	3	8	-----	1	3	-----	
	{Yellow-----	4	7	1	-----	-----	-----	-----	-----	3	-----	-----	-----	-----	
	{Mixed-----	1	12	2	-----	2	2	-----	-----	1	15	4	7	7	
Total-----		1	32	26	5	3	5	55	-----	4	26	4	8	10	2
1918, June-----	{White-----	3	26	16	6	3	1	-----	-----	3	2	-----	1	2	-----
	{Yellow-----	-----	3	1	1	2	-----	-----	-----	1	2	1	-----	1	-----
	{Mixed-----	1	3	2	-----	-----	2	-----	-----	1	1	-----	-----	8	-----
Total-----		4	32	19	7	4	5	19	-----	4	5	2	1	11	9
1918, July-----	{White-----	13	10	4	2	3	-----	-----	3	3	-----	1	-----	-----	-----
	{Yellow-----	2	5	-----	2	-----	-----	-----	2	1	-----	-----	-----	-----	-----
	{Mixed-----	1	7	8	3	1	3	-----	1	-----	-----	-----	2	-----	-----
Total-----		1	22	23	7	5	6	3	1	5	4	-----	1	2	1
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		12	166	227	195	122	160	496	1	89	142	54	48	94	94

HAMMOND, IND.

1917, November	Yellow								61				5	18	
Total									61				5	18	11
1917, December	Yellow									6	30		15	26	
	Mixed									2			3	1	
Total										8	30		18	27	19
1918, January	Yellow										4	26	18	14	
	Mixed											1			
Total										4	27	18	14		2
1918, February	Yellow									17	63		18	6	
1918, March	Yellow										18	99		2	
	Mixed										20				
Total										18	119		2		
1918, April	Yellow									43	7		2	25	
Total										43	7		2	25	9
1918, May	Yellow								9	131	27		18	22	
	Mixed										2	9	102		
Total									9	131	29	27	124		19
1918, June	Yellow								4	64	20		2	5	
	Mixed										19		268		
Total									4	64	39	2	273		32
1918, July	Yellow								1	59	3		1		
	Mixed												163		
Total									1	59	3	1	163		37
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.									75	344	317	93	650		129

PEKIN, ILL.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1917, November.....	White.....		3		1	1									
	Yellow.....						1							6	
	Mixed.....			2			2				2	4	3	9	
Total.....			3	2	1	1	3	59			2	4	3	15	84
1917, December.....	White.....						2	4			16	3	1	5	
	Yellow.....											1	1		
	Mixed.....														
Total.....						2	4	47			16	4	4	5	33
1918, January.....	White.....					1	9	21		4					
	Yellow.....							1			46	2			
	Mixed.....													2	
Total.....					1	10	22	74		4	46	2		2	24
1918, February.....	White.....						5	3			10	1	2		
	Yellow.....						36	11			38	2	11	15	
	Mixed.....						2	1						2	
Total.....						43	15	72			48	3	13	17	15
1918, March.....	White.....			1		3	11				2	2	5	1	
	Yellow.....			4	23	40	18				75		1	2	
	Mixed.....				3	8	9				1	1	2	8	
Total.....				5	26	51	38	55			78	3	8	11	27
1918, April.....	White.....					2					2	1	1		
	Yellow.....			8	5	3	4				9	3	4	5	
	Mixed.....			1	5		11							4	
Total.....				9	12	3	15	58			11	4	5	9	63
1918, May.....	White.....					2						1	2		
	Yellow.....						2		1	5	5	1	1	4	
	Mixed.....			1			4				10	3		1	
Total.....				1		2	6	9	1	5	15	5	3	5	75
1918, June.....	White.....			3			1				2				
	Yellow.....				2	3	14			1	7	4	1	12	
	Mixed.....			1	1		2						2	3	
Total.....				4	3	3	17	28		1	11	4	3	15	13
1918, July.....	White.....			1	2						1	2			
	Yellow.....			1	1		3			1	16	1		4	
	Mixed.....				2		3						1	1	
Total.....				2	5	2	6	13		1	17	3	1	5	16
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			6	25	47	113	126	415	1	11	244	32	40	84	350

CLEVELAND, OHIO.

1917, November.....	White.....	2	4	2	2		3			1					
	Yellow.....								1	1					
	Mixed.....		4	3						2					
Total.....		2	8	5	2		3	7		2	4				
1917, December.....	Yellow.....			8	5	3	6			9			1		
	Mixed.....		1		1										
Total.....			1	8	6	3	6	26			12		1		9

CLEVELAND, OHIO—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, January.....	(Yellow.....	3		3	2	2	3				44	7	6	2	
	(Mixed.....	1									13			1	
Total.....		4		3	2	2	3	75			57	7	6	3	14
1918, February.....	(Yellow.....			3	4	2	1				79	14	11	2	
	(Mixed.....										14	1			
Total.....				3	4	2	1	91			93	15	11	2	11
1918, March.....	(Yellow.....			3	4	2	1				36	9	22	29	
	(Mixed.....										6	7			
Total.....				3	4	2	1	91			42	16	22	29	20
1918, April.....	(White.....		3	1		2				1					
	(Yellow.....		14	17	11	5	11			1	25	14	4	7	
	(Mixed.....			3	3	1	2				2	15	1		
Total.....			17	21	14	8	13	31		2	27	29	5	7	6
1918, May.....	(White.....	1		1		3									
	(Yellow.....	1	1	19	19	13	6			1	23	5	1	1	
	(Mixed.....			4	4	1	1				3		7	8	
Total.....		2	1	24	23	17	7	15		1	26	5	8	9	38
1918, June.....	(White.....				2										
	(Yellow.....		1	34	40	11	14		1		23	8	3		
	(Mixed.....			4	6	3	7				2	3			
Total.....			1	38	48	14	21	49	1		25	11	3		3
1918, July.....	(White.....				4		4								
	(Yellow.....			21	16	7	14				18	3	2	20	
	(Mixed.....			3		1								16	
Total.....				24	20	8	18	20			18	3	2	36	5
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		8	28	129	123	56	73	405		4	302	86	58	86	106

CLINTON, IOWA.

1918, March.....	(Yellow.....				32	26	22								
	(Mixed.....			10	164	56	14								
Total.....				10	196	82	36	18							
1918, April.....	(White.....				1	1	1								
	(Yellow.....			1	17	1	9								
	(Mixed.....			24	264	40	15								
Total.....				25	282	41	25	37							
1918, May.....	(Yellow.....					1	15								
	(Mixed.....			1	39	41	62								
Total.....				1	39	42	77	126							
1918, June.....	(Yellow.....						1								
	(Mixed.....				2	3	61								
Total.....					2	3	62	274							
1918, July.....	Mixed.....						32								
Total.....							32	42							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.				36	519	163	232	497							

HENDERSON, KY.

Year and month.	Color.	In terms of earloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	White									9	75	35			
	Mixed						1			3	20	47		1	
Total							1			12	95	82		1	
1917, December	White					1	1			8	23	21		1	
	Mixed										5	5			
Total						1	1			8	28	26		1	
1918, January	White					2	6			3	27				
	Yellow						3				1				
	Mixed						2				7	3			
Total						2	11			3	35	3			1
1918, February	White			1	15	28	16			10	70	26			
	Yellow					2	3				1				
	Mixed				1	1	1				1	4	1	4	
Total				1	16	31	20	11		10	72	30	1	4	5
1918, March	White			1	13	28	7			5	101	40		22	
	Yellow		2	4		4	10			2	15	5	2	1	
	Mixed						1				5	5	1	3	
Total			2	5	13	32	18	29		7	121	50	3	26	12
1918, April	White			10	4	2	2			5	78	3		37	
	Yellow													2	
	Mixed										6		1	3	
Total				10	4	2	2	5		5	84	3	1	42	7
1918, May	White		4	6	2	3				39	51	1	1	3	
	Yellow										5	1		1	
Total			4	6	2	3				39	56	2	1	4	11
1918, June	White		4	4	3	1	1			15	25	6		2	
	Yellow										1				
	Mixed											1	4	1	
Total			4	4	3	1	1			15	26	7	4	3	2
1918, July	White		7	6	1	4	2			12	20	2		1	
	Yellow									1					
Total			7	6	1	4	2	2		13	20	2		1	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			17	32	39	76	56	47		112	537	205	10	82	38

FREMONT, NEBR.

1918, January	Mixed					1	1								
Total						1	1	1							
1918, February	White										1				
	Yellow				4		1				1				
	Mixed											47		1	
Total					4		1				2	47		1	
1918, March	White			4	51	37	6				11	7			
	Yellow			6	66	93	21				13	12			
	Mixed			1	51	64	24				63	11	1		
Total				11	168	194	51	13			87	30	1		24

FREMONT, NEBR.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, April	White			14	22	3	1				9				
	Yellow			39	29	8	4				45	4		1	
	Mixed			5	12	7	9				9		4	1	
Total				58	63	18	14	16			63	8	2		
1918, May	White			12	11	4	3				1	1	1		
	Yellow		1	32	10	6					30	1	1		
	Mixed			9	8	3	1				10	3			
Total			1	53	29	13	4	7			41	5	2		1
1918, June	White			4	4	3	2				1	1			
	Yellow			4	9	1	2				5	3			
	Mixed			4	4	1	2				1	3		1	
Total				12	17	5	6	6			7	7		1	
1918, July	White					2	1								
	Yellow			3	2	1	5					1			
	Mixed				1										
Total				3	3	3	6					1			
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			1	137	284	234	83	43			200	98	5	2	25

SHELDON, ILL.

1917, November	White								1		3				
	Yellow									8	1			1	
Total								49	1		11	1		1	1
1917, December	White						2				3				
	Yellow						1				19	1		12	
Total							3	35			22	1		12	
1918, January	White										5				
	Yellow					3	1				19	1			
Total						3	1	43			21	1			3
1918, February	White			10	11	2	8								
	Yellow			15			7								
Total				25	11	2	15	67							
1918, March	White					4					14	3			
	Yellow					14	12				20	38			
	Mixed						15								
Total						18	27	104			34	41			
1918, April	White			22	2	2	17								
	Yellow			20	6		4								
	Mixed						2								
Total				42	8	2	23	53							
1918, May	White			7	2		1				14				
	Yellow			3	2	3	1			1	22	1	5	12	
	Mixed											11	6		
Total				10	4	3	2	12		1	36	1	16	18	1

SHELDON, ILL.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, June.....	White.....				1		1	2			9	2	2	4	
	Yellow.....			5			2	6			1	1			
	Mixed.....			1	3			1							
Total.....				6	4	3	9	24			10	3	2	4	32
1918, July.....	Yellow.....							2			3	1			
	Mixed.....							3					6	9	
Total.....							5	3			3	1	6	9	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.				83	27	31	85	390	1	1	140	49	21	44	37

BURLINGTON, IOWA.

1917, November.....	Yellow.....					2	23			1		1	6	1	
	Mixed.....										1			5	
Total.....						2	23	18		1	1	1	6	6	
1917, December.....	White.....				2	5	5				3	2			
	Yellow.....										2	10	14	7	
	Mixed.....										3	6	3		
Total.....					2	5	5	6			2	16	22	10	
1918, January.....	White.....			1		11							1		
	Yellow.....			2	16	6					12		9	3	
	Mixed.....				14	5					6	10	7	2	
Total.....				1	2	41	11	3			18	10	17	5	4
1918, February.....	White.....										10		2		
	Yellow.....			1	5	2	1				9		3	2	
	Mixed.....			1	2	5	2				5	1	1	1	
Total.....				2	7	7	3	2			24	1	6	3	10
1918, March.....	White.....				4	4	3				4	4	3		
	Yellow.....				7	34	11				13	5	5	7	
	Mixed.....				4	5	5				17	6	3	4	
Total.....					15	43	19	79			34	15	11	11	13
1918, April.....	White.....			1	1		1			1				1	
	Yellow.....			14	5	1	2				32	6		3	
	Mixed.....		1			1	2			1				11	
Total.....		1	15	6	2	5	49			2	32	6		15	36
1918, May.....	White.....				1						1			1	
	Yellow.....			8	21	3	10		1		31	1			
	Mixed.....		2	1	3	4	1				5	5	2	5	
Total.....			2	9	25	7	11	4	1		37	6	3	6	8
1918, June.....	White.....											1	1	2	
	Yellow.....								1	3	2	1	2		
	Mixed.....	1		7	3		1				9	6	10	7	
Total.....		1		7	3		1	1	1	3	11	8	13	9	10
1918, July.....	Mixed.....									1					
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	3	34	60	107	78	162	2	7	159	63	78	65	81

PORT ARTHUR, TEXAS.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1917, December	{Yellow Mixed			1 10		1	1	3							
Total				11		1	1	3							
1918, January	{White Yellow Mixed			2 12 201				2 5 7							
Total			13	215		18	5	9	5		146				
1918, February	{Yellow Mixed			11 1		103	19	1							
Total			1	103		30	1				300				
1918, March	{White Mixed			1 1		1		1							
Total				1		1		1			11	1	7	6	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			1	116		257	21	6	13	5	457	1	7	6	

SIOUX CITY, IOWA.

1917, November	White		1	1	1	1									
	Yellow			2		2	4		1						
	Mixed		1			1	2								
Total			2	3	1	4	6	25	1						
1917, December	White				3	6	4								
	Yellow				6	22	17								
	Mixed				1	4	6								
Total					10	32	27	6							
1918, January	White				5	14	5								
	Yellow				9	30	11						1		
	Mixed				2	16	10								
Total					16	60	26	4					1		
1918, February	White				11	30	2								
	Yellow		1		17	63	17					1	2		
	Mixed				3	25	13								
Total			1		31	118	32	8				1	2		
1918, March	White			1	17	22	6					1	2		
	Yellow				30	56	12				8	24	7		
	Mixed				3	12	6				3	14	1	2	
Total			1		50	90	24	10			11	39	10	2	8
1918, April	White			5	8	10	3				2				1
	Yellow		3	5	20	7	1				4	3			2
	Mixed			5	7	2	2					2	1	1	
Total			3	10	35	19	6	12			6	5	1	4	2
1918, May	White			3	4	2	2					2			2
	Yellow			7	4		3				2	1			
	Mixed			4	1	3						1			
Total				14	9	5	5	4			2	4		2	

SIOUX CITY, IOWA—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, June	White			1	2	1	1								
	Yellow		1	5	5	7	2					2	1		
	Mixed			3	1		2								
Total			1	9	8	8	5	2				2	1		
1918, July	White			2	4		1								
	Yellow			6	3	3					3			1	
	Mixed				1		3								
Total				8	8	3	4	2			3			1	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			6	46	168	339	135	73	1		22	51	15	9	10

LITTLE ROCK, ARK.

1917, November	White		1	19	24	4	3			1	22				
	Yellow		1	4	1	1	1								
	Mixed			4	7	6	5				2				
Total			2	27	32	11	9	8		1	25				
1917, December	White		3	15	14	8				1	9	1			
	Yellow			1	1		4				1				
	Mixed		1	10	3	6	2				15				
Total			4	26	18	14	6	10		1	25	1			
1918, January	White		1	1	6										
	Mixed			1		1					8				
Total			1	2	6	1		3			8				
1918, February	White			8	16						2	1			
	Yellow		1	6	1		1				9				
	Mixed		6	13	3		1			2	10				
Total			7	27	20		2			2	21	1			
1918, March	White		4	69	19	3				1	8				
	Yellow		2	4							2				
	Mixed		8	69	8						25				
Total			14	142	27	3				1	35				
1918, April	White			19	4					8	35				
	Yellow		4				2				2				
	Mixed			12	3					5	13	3			
Total			4	31	7			22		13	50	3			3
1918, May	White		15	5	1					2	24	4			
	Mixed		2	3	1						12	5			
Total			17	8	2			14		2	36	9			7
1918, June	White		3	6	2	1				4	7				
	Yellow		1							1	2				
	Mixed			7						2	6		1	1	
Total			4	13	2	1		13		6	14	2	1	1	7
1918, July	White			11		1					5				
	Yellow									1	2				
	Mixed			2			2					1			
Total				13		1	2	3		1	7	1			
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			53	289	114	31	19	73		27	221	17	1	1	17

CHAMPAIGN, ILL.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	{ White. Yellow		2 4	1			3			2 4	6	5	15	8	
Total			6	1			3	72		6	6	5	15	8	9
1917, December	{ Yellow Mixed				1		3				11	6		2	
Total					1		3	42			11	6		2	10
1918, January	{ White. Yellow Mixed					2 1	1 9				5 16 1		1		
Total						3	11	52			22	1			1
1918, February	{ White. Yellow					1 3	3 12				5 38			2	1
Total						4	15	85			43		2	1	5
1918, March	{ White. Yellow				3	4	13								
Total					3	4	14	58							1
1918, April	{ White. Yellow Mixed						1 4						1		
Total				7	6	4	3				19	43			
1918, May	{ White. Yellow Mixed					1	1								
Total			1	8	2		5				13	4	7	9	
1918, June	{ White. Yellow Mixed				1	1									
Total			1	8	3	1	5	16		1	5	1	1	1	15
1918, July	Yellow						1			1	4			7	
Total							1	5		1	4			7	3
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			8	24	15	17	62	367		8	123	85	33	28	83

CAIRO, ILL.

1917, November	{ White. Yellow Mixed										11 5 6	24 8 46	9 2 21	1 3	
Total				1	1					1	22	78	32	4	6
1917, December	{ White. Yellow Mixed					1					11 5 11	26 2 54	1 2 6		
Total				1	1	2					27	82	7		
1918, January	{ White. Yellow Mixed				1						21 1 1	15 4 35			
Total				4	1		1			1	48	54	1		

CAIRO, ILL.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, February	White			1	1	1					41	14	1		
	Yellow			1		1					6		2		
	Mixed				3	2					21	35	3	2	
Total				2	4	4					68	49	6	2	
1918, March	White		3	9	2					4	50	3	1		
	Yellow					2	1				5	3	1		
	Mixed			2	1	2					31	9	1	2	
Total			3	11	3	4	1	4		4	86	15	3	2	3
1918, April	White		2	3			3			14	8				
	Yellow						1			4					
	Mixed		1	2	2					29	15	4			
Total			3	5	2		4	3		47	23	4			
1918, May	White		2	3		1	3			3	11				
	Mixed		1	2			1			23	6	1			
Total			3	5		1	4			26	17	1			
1918, June	White										4		1		
	Mixed				2		1			2	3				
Total					2		1	2		2	7		1		1
1918, July	White		1	1		1					1				
	Mixed		2							1					
Total			3	1		1				1	1				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			12	29	14	13	10	10		82	299	283	50	8	10

COFFEYVILLE, KANS.

1917, November	White			2	2	2					1	1			
	Yellow			2							1				
	Mixed				2		1				1				
Total				4	4	2	1				3	1			
1917, December	White			8	14	1	2								
	Yellow			1											
	Mixed			7	9	1					2				
Total				16	23	2	2	1			2				
1918, January	White		1	12	14	2					1	7			
	Mixed			4	6	4	1				3	3			
Total			1	16	20	6	1	1			4	10			
1918, February	White		2	58	17	1	1				19	5		1	
	Yellow		1	3							2				
	Mixed		1	24	10	1	2				11	4			
Total			4	85	27	2	3				32	9		1	
1918, March	White		27	100	10	1	2			2	44				
	Yellow		2	5						1					
	Mixed		5	31	10	1	2				17	1			
Total			34	136	21	2	4			3	61	1			

COFFEYVILLE, KANS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, April.....	White.....	---	5	37	10	---	1	---	---	3	13	---	---	---	---
	Yellow.....	---	---	2	---	---	---	---	---	---	---	---	---	---	---
	Mixed.....	---	3	5	3	1	---	---	---	1	2	---	---	---	---
Total.....		---	8	44	13	1	1	2	---	4	15	---	---	---	1
1918, May.....	White.....	1	28	12	3	---	---	---	---	4	6	---	---	---	---
	Yellow.....	---	---	3	---	---	---	---	---	---	4	---	---	---	---
	Mixed.....	---	2	11	1	---	---	---	---	3	14	---	---	---	---
Total.....		1	30	26	4	---	---	3	---	7	24	---	---	---	---
1918, June.....	White.....	---	2	1	---	---	---	---	---	3	6	---	---	---	---
	Yellow.....	---	---	---	1	---	---	---	---	---	2	---	---	---	---
	Mixed.....	---	---	2	3	---	1	---	---	1	1	---	---	---	---
Total.....		---	2	3	4	---	1	1	---	4	9	---	---	---	---
1918, July.....	White.....	---	1	1	---	---	---	---	---	2	2	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	80	331	116	15	13	8	---	20	152	21	---	1	1

LINCOLN, NEBR.

1917, November.....	Yellow.....	---	---	1	1	---	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	---	1	---	---	---	---	---	---	---	---	---	---
Total.....		---	---	1	2	---	---	---	---	---	---	---	---	---	---
1917, December.....	White.....	---	---	2	3	3	1	---	---	---	---	---	---	---	---
	Yellow.....	---	---	1	6	3	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	---	1	5	5	---	---	---	---	---	---	---	---
Total.....		---	---	3	10	11	6	5	---	---	---	---	---	---	---
1918, January.....	White.....	---	---	---	23	6	3	---	---	---	---	---	---	---	---
	Yellow.....	---	---	---	12	19	14	---	---	---	---	---	---	1	---
	Mixed.....	---	---	---	9	16	6	---	---	---	1	---	---	---	---
Total.....		---	---	---	44	41	23	9	---	---	1	---	---	1	---
1918, February.....	White.....	---	---	1	13	6	6	---	---	---	---	---	---	---	---
	Yellow.....	---	2	1	8	16	14	---	---	3	9	8	3	---	---
	Mixed.....	---	---	---	6	14	10	---	---	5	2	4	4	---	---
Total.....		---	2	2	27	36	30	15	---	8	11	12	7	3	---
1918, March.....	White.....	---	---	17	26	10	4	---	---	2	11	4	1	3	---
	Yellow.....	---	2	10	25	10	3	---	---	16	6	4	---	---	---
	Mixed.....	---	---	4	8	6	4	---	---	13	2	1	1	---	---
Total.....		---	2	31	59	26	11	4	---	2	40	12	6	4	1
1918, April.....	White.....	---	8	14	8	3	6	---	---	---	13	---	---	---	---
	Yellow.....	1	6	16	9	9	4	---	---	2	12	4	---	---	---
	Mixed.....	---	---	1	1	1	5	---	1	---	8	1	4	---	---
Total.....		1	14	31	18	13	15	7	---	1	15	20	5	4	---
1918, May.....	White.....	---	4	16	4	2	1	---	---	3	---	---	---	1	---
	Yellow.....	---	2	8	1	---	---	---	---	---	1	---	---	---	---
	Mixed.....	---	---	---	---	1	1	---	---	---	---	---	---	---	---
Total.....		---	6	24	5	3	2	3	---	---	3	1	---	1	1
1918, June.....	White.....	1	2	4	2	2	---	---	---	2	---	---	---	---	---
	Yellow.....	---	2	5	4	---	---	---	---	---	---	---	---	1	---
	Mixed.....	---	---	---	1	---	---	---	---	---	---	---	---	---	---
Total.....		1	4	9	7	2	---	3	---	---	2	---	---	1	---

LINCOLN, NEBR.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July. -----	{ White. ----- Yellow ----- Mixed -----	1	4	1	5	2	2								
Total. -----		1	4	3	5	5	4			1					
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		3	32	104	177	137	87	50		3	69	45	23	18	5

SUPERIOR, WIS.

1917, December	Yellow.....				1										
1918, January	Yellow.....				1										
Total.....					1			3							
1918, February	Yellow.....				2	1									
1918, March	Yellow.....			1	3	4	1								
	Mixed.....			1	1	5	1								
Total.....				2	4	9	2	5							
1918, April.....	Yellow.....		1	15	9	3									
Total.....			1	15	9	3		2							
1918, May.....	Yellow.....				2	4					3	2	1		
Total.....					2	4					3	2	1		2
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			1	17	19	17	2	10			3	2	1		2

BOSTON, MASS.

1917, November								2							
1917, December	Yellow.....			1											
Total.....				1				15							
1918, January	Yellow.....				1		1								
Total.....					1		1	6							
1918, February								9							
1918, March	Yellow.....			13	8	2	8								
	Mixed.....		5	2	3	7	11								
Total.....			5	15	11	9	19	8							
1918, April.....	White.....			12											
	Yellow.....		4	34	21	8	7								
	Mixed.....		4	25	55	13	20				32	120		30	
Total.....			8	74	76	21	27	46			32	120		30	

BOSTON, MASS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1918, May.....	White.....			2			2								
	Yellow.....		5	11	6	3	13								
	Mixed.....			5	1	1	3				20	34			
Total.....			5	18	7	4	18	58		20	34				
1918, June.....	Yellow.....				1	1	2								
	Mixed.....		1												
Total.....			1		1	1	2	20							
1918, July.....								3							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			19	108	96	35	67	167		20	66	120		30	

TOPEKA, KANS.

1917, November.....	White.....	1	2												
	Yellow.....		1		1										
	Mixed.....		2	3	1	5									
Total.....		1	5	3	2	5									
1917, December.....	White.....			11	10	2									
	Yellow.....			3	3	1									
	Mixed.....			4	12	12									
Total.....				18	25	15									
1918, January.....	White.....			7	10	2									
	Yellow.....				4										
	Mixed.....			21	24	8	1								
Total.....				28	38	10	1								
1918, February.....	White.....			54	41										
	Yellow.....			4	7	2	1								
	Mixed.....			10	17	3									
Total.....				68	65	5	1	12							
1918, March.....	White.....		8	50	28	1	2				1				
	Yellow.....		2	14	5		1								
	Mixed.....		4	25	17						4				
Total.....			14	89	50	1	3	2			5				
1918, April.....	White.....		21	17	6					2					
	Yellow.....		13	3	1					2	1				
	Mixed.....		9	13	3		1			2	7				
Total.....			43	33	10		1			6	8				
1918, May.....	White.....	1	8	6	1					5	2				
	Yellow.....		2	2						1	1				
	Mixed.....		3	6	1					1	10			1	
Total.....		1	13	14	2			1		7	13			1	
1918, June.....	White.....			3	10	5								1	
	Yellow.....			2	2	1									
	Mixed.....			7	3	3	3				19				
Total.....				12	15	9	3	2			19			1	3

TOPEKA, KANS.—Continued.

Year and month	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July	White		3	2			1							2	
	Yellow		1	1											
	Mixed			1						1	4		1		
Total			4	4			1			1	4		1		6
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		2	79	269	207	45	10	17		14	49		1	4	9

MISSOURI VALLEY, IOWA.

1917, December	Yellow											1			
1918, January	Mixed										16	5			
1918, February	Yellow													4	
	Mixed											4	4		
Total												4	4	4	
1918, March	White				43	27	3								
	Yellow				3	3	4								
	Mixed			2	19	18	5					18			
Total				2	65	48	12	19				18			
1918, April	White			3	8	8					83				
	Yellow	3		11			5								
	Mixed			1	2	6	3					50			
Total		3		15	10	14	8	88			83	50			13
1918, May	White			1							29				
	Yellow			7	2	1	4			4					
	Mixed			4	2	1				13	29				
Total				12	4	2	4	8		17	58				32
1918, June	White			1	1	4				2	20				
	Yellow			1	2	1	2			1	3	1			
	Mixed			1											
Total				3	3	5	2	1		3	23	1			
1918, July	White						1								
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		3		32	82	69	27	116		20	180	79	4	4	45

SHERMAN, TEXAS.

1917, November	White		1	1											
	Mixed	1	3	1	3										
Total		1	4	2	3			1							
1917, December	White	1	12	5	4										
	Mixed	2	7	6							1				
Total		3	19	11	4			1			1				2
1918, January	White	1	12	13	8	1						1		1	
	Mixed		4	18	1		1								
Total		1	16	31	9	1	1	2				1		1	

SHERMAN, TEXAS—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, February	White.....	1	4	33	16	1	1	-----	-----	-----	-----	-----	-----	-----	-----
	Yellow.....	-----	-----	-----	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	Mixed.....	1	6	19	11	2	1	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		2	10	52	28	3	2	7	-----	-----	-----	-----	-----	-----	2
1918, March	White.....	-----	11	47	15	2	-----	-----	3	-----	5	-----	-----	-----	-----
	Mixed.....	-----	2	2	1	-----	1	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	13	49	16	2	1	9	-----	3	-----	5	-----	-----	-----
1918, April	White.....	-----	14	51	9	4	4	-----	-----	-----	1	-----	-----	-----	-----
	Yellow.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	Mixed.....	-----	3	7	3	4	6	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	17	58	12	8	10	13	-----	-----	1	-----	-----	-----	2
1918, May	White.....	-----	18	20	1	2	5	-----	3	10	3	-----	-----	-----	-----
	Mixed.....	-----	-----	17	1	8	6	-----	1	3	-----	-----	-----	-----	-----
Total.....		-----	18	37	2	10	11	21	-----	4	13	3	-----	-----	3
1918, June	White.....	-----	3	13	1	-----	1	-----	2	5	-----	1	3	-----	-----
	Mixed.....	-----	1	6	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	4	19	1	-----	1	4	-----	2	5	-----	1	3	6
1918, July	White.....	-----	4	10	2	-----	-----	-----	-----	1	-----	-----	-----	-----	-----
Total.....		-----	4	10	2	-----	-----	2	-----	1	-----	-----	-----	-----	-----
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		7	105	269	77	24	26	60	9	21	9	1	4	15	

FOSTORIA, OHIO.

1917, November	Yellow	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	4	-----	-----	-----
Total.....		-----	-----	-----	-----	-----	46	-----	-----	-----	3	4	14	-----	-----
1917, December	Yellow	-----	-----	-----	-----	-----	-----	-----	-----	-----	1	6	-----	-----	-----
	Mixed.....	-----	-----	1	-----	-----	-----	-----	-----	1	-----	1	-----	-----	-----
Total.....		-----	-----	1	-----	-----	54	-----	-----	1	1	7	27	-----	-----
1918, January	Yellow	-----	-----	-----	-----	-----	-----	-----	-----	2	4	8	-----	-----	-----
Total.....		-----	-----	-----	-----	-----	38	-----	-----	2	4	8	15	-----	-----
1918, February	Yellow	-----	-----	-----	-----	1	-----	-----	-----	4	5	5	-----	-----	-----
Total.....		-----	-----	-----	-----	1	85	-----	-----	4	5	5	5	-----	-----
1918, March	Yellow	-----	-----	-----	-----	2	-----	-----	-----	3	-----	10	-----	-----	-----
Total.....		-----	-----	-----	-----	2	49	-----	-----	3	-----	10	15	-----	-----
1918, April	Yellow	-----	-----	-----	-----	3	-----	-----	1	-----	2	-----	-----	-----	-----
	Mixed.....	-----	-----	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	-----	1	3	9	-----	-----	1	-----	2	-----	-----	15	-----
1918, May	Yellow	-----	4	1	1	2	-----	-----	-----	2	-----	-----	-----	-----	-----
	Mixed.....	-----	3	-----	-----	2	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	7	1	1	4	3	-----	-----	2	-----	-----	-----	13	-----
1918, June	Yellow	-----	-----	1	3	1	4	-----	-----	2	-----	2	-----	-----	-----
	Mixed.....	-----	-----	1	1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total.....		-----	-----	1	4	2	4	9	-----	2	-----	-----	2	16	-----

FOSTORIA, OHIO—Continued.

Year and month.	Color.	In terms of earloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July-----	Yellow-----			1						1				1	
Total.-----				1				1			1			1	6
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.				9	6	4	14	294		1	5	12	13	37	126

SIKESTON, MO.

1918, March.....	White.....		15	54	17	6	4			35	36		1	1
	Yellow.....	1	2	2	9	1			1	5	4			
	Mixed.....		7	9	6	2				4	4		1	1
Total.....		1	24	65	32	9	4	3	1	44	44		2	2
1918, April.....	White.....		20	53	7		14			5	7			3
	Yellow.....		5	8		1	1			1				
	Mixed.....		5	11			2				2			
Total.....			30	72	7	1	17	8		6	9			3
1918, May.....	White.....		5	10	1		1			3	10			4
	Yellow.....		1	3										
	Mixed.....			2						1	1			
Total.....			6	15	1		1			4	11			4
1918, June.....	White.....		1							12	1			
	Mixed.....									1	2			
Total.....			1							13	3			
1918, July.....	White.....		3	1			2							
	Mixed.....		1	4						3		1		1
Total.....			4	5			2			3		1		4
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	65	157	40	10	24	11	1	70	67	1	2	10

LEAVENWORTH, KANS.

1917, November.....	White.....		1			1				2				
	Yellow.....				1								1	
	Mixed.....												1	1
Total.....			1		1		1			2			1	1
1917, December.....	White.....				2									
	Yellow.....				3									
	Mixed.....				8	2	1			7			2	
Total.....					13	2	1			7			2	7
1918, January.....	White.....			1	1	1								
	Yellow.....				1	2	1							
	Mixed.....			19	8	3								
Total.....				20	10	6	1	2						
1918, February.....	White.....			10	17	2					18			
	Yellow.....			4							1			
	Mixed.....			13	7	2	1			20				
Total.....				27	24	4	1	3		20	19			

LEAVENWORTH, KANS.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March	{ White	1		13	6		1				20				
	{ Yellow			4	7	4					2				
	{ Mixed		3	7	10	1	4				32	2			
Total		1	3	24	23	5	5	2			54	2			
1918, April	{ White			7	13	4				3	13				
	{ Yellow			3						2	12				
	{ Mixed			2	9	4									
Total			12	22	8			1		5	25				
1918, May	{ White						1								
	{ Mixed									1					
Total							1	2		1					
1918, June	{ White		3	3	1					4	4				
	{ Yellow										1				
	{ Mixed	1	4	1	2	1					8				
Total		1	7	4	3	1		1		4	13				
1918, July	{ White			2	2						5				
	{ Yellow			1											
	{ Mixed										1				
Total				3	2						6				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		2	23	100	84	18	10	11		32	124	2	1	3	7

SALINA, KANS.

1917, November	{ White		1												
	{ Yellow					1									
	{ Mixed				1										
Total			1		1	2									
1917, December	{ White			1	3										
	{ Yellow			1		1									
	{ Mixed			3	35	9	1								
Total				4	39	10	1								
1918, January	{ Yellow				6	2									
	{ Mixed			7	43	16	1								
Total				7	49	18	1	1							
1918, February	{ White			8	9	2									
	{ Yellow			1	2										
	{ Mixed			16	25	2									
Total				25	36	4									
1918, March	{ White		2	16	5	1									
	{ Yellow			8	2										
	{ Mixed		2	27	8										
Total			4	51	15	1									
1918, April	{ White		1	6		1									
	{ Yellow		2	8	2										
	{ Mixed		4	37	8	3									
Total			7	51	10	4		1							

SALINA, KANS.—Continued.

Year and month.	Color.	In terms of carloads													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	White		3	3											
	Yellow		2												
	Mixed		4	17	6										
Total			9	20	6										
1918, June	White			1											
	Yellow		4	1											
	Mixed		4	7	5							1			
Total			8	9	6			1				1			
1918, July	White		2	2											
	Yellow		1	1											
Total			3	3											
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			32	170	162	39	2	3				1			

ST. PAUL, MINN.

1917, November	Yellow			1	2		1								
	Mixed		1			1	1								
Total			1	1	2	1	2	9							
1917, December	White					1							2	5	
	Yellow				4	8	5						1	2	
	Mixed				4	3	2								
Total					8	12	7	7					2	7	7
1918, January	White					14	5								
	Yellow												5	3	
	Mixed					1	1								
Total						15	6	26					6	3	13
1918, February	White						2								
	Yellow				2	8	3						2	4	
	Mixed													3	
Total					2	8	5	21					2	7	20
1918, March	White			1	1	2									
	Yellow			1	7	7	3						2	2	
	Mixed					2	1						3		
Total				2	8	11	4	10					5	2	7
1918, April	White		4	9	1										
	Yellow		4	4	10	5	3					1			
	Mixed		4		2	2							5	1	
Total			8	13	13	7	3	12				1	5	1	6
1918, May	White			4		1					1		2	1	
	Yellow			7	1	1	1				1	1			
	Mixed						1						3	2	
Total				11	1	2	2	7			2	1	5	3	5
1918, Jun	White											1		1	
	Yellow		2	3	2	1	1					1	1	1	
	Mixed						1								
Total			2	3	2	1	2	6				2	1	2	5

ST. PAUL, MINN.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July	White		1		1										
	Yellow				1										
	Mixed						1								
Total			1		2		1	3							4
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			12	30	38	57	32	101			2	4	26	25	67

DAVENPORT, IOWA.

1917, November	White	1	1	2											
	Mixed		1	2											
Total		1	2	4				1							
1917, December	White			4											
	Yellow													1	
	Mixed		1	3									1		
Total			1	7									1	1	1
1918, January	White			6	10	2									
	Yellow				9	7	3								
	Mixed			1	2	13	5								
Total				7	21	22	8	7							
1918, February	White				8	8	1						1		
	Yellow			7	21		4			1			2		
	Mixed				1	9	3					2	3	2	
Total				7	30	17	8	6			1	2	6	2	
1918, March	White			6	10							1			
	Yellow			15	11	10	1		1	2	9	3			
	Mixed			3	22	10	3			1	24	7	1		
Total				24	43	20	4			1	3	34	10	1	
1918, April	White		2	5									3		
	Yellow			8	2								2		
	Mixed			1	7					4	1	3			
Total			2	14	9						5	1	8		
1918, May	White		2	3	5										
	Yellow		2	4							2	1	6		
	Mixed			3	4							1	2		
Total			4	10	9						2	2	8		
1918, June	White			1	4	4									
	Yellow			2								2	2		
Total				3	4	4						2	2		
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	9	76	116	63	20	14		1	11	41	35	4	1

DULUTH, MINN.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November.....	Yellow		1	1											
	Mixed		1			1	1								
Total.....			2	1		1	1	1							
1917, December.....	Yellow				1	2	1								
	Mixed				1	1									
Total.....					2	3	1	2							
1918, January.....	Yellow				1	14	5								
Total.....					1	14	5	3							
1918, February.....	Yellow				2	26	6					2		1	
	Mixed					1									
Total.....					2	27	6	2				2		1	1
1918, March.....	Yellow			4	96	58	33					2			
	Mixed			2	5	4	13								
Total.....				6	101	62	46	4				2			
1918, April.....	Yellow			16	1	1					3	6			
Total.....				16	1	1		1			3	6			
1918, May.....	Yellow										5	23	2	6	
	Mixed						1					16			
Total.....							1	2			5	39	2	6	3
1918, June.....	Mixed												1	1	
Total.....													1	1	2
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		2	23	107	108	60	15				8	49	3	8	6

RICHMOND, VA.

1917, November.....	White	2	162	17	12										
Total.....		2	162	17	12			32							
1917, December.....	White		1	4											
	Mixed		3	2	2	2	8								
Total.....			4	6	2	2	8	3							
1918, January.....	White				2										
	Mixed			1	5		5								
Total.....				1	7		5	1							
1918, February.....	White			2			1								
Total.....				2			1	1							
1918, March.....	White		2	2	2	12	1								
	Mixed						1								
Total.....			2	2	2	12	2	3							
1918, April.....	White	1	9	26	2	4				2					
	Yellow									1					
	Mixed	1													
Total.....		2	9	26	2	4		8		3					

RICHMOND, VA.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.						Shipments by grade.							
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple grade.
1918, May	White.										1				
Total								5			1				
1918, June	{White. Yellow.										4				
Total								1			4			1	2
1918, July								22							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		4	177	54	25	18	16	76		3	5			1	2

WICHITA FALLS, TEXAS.

1917, November	{White. Mixed.	1	2	1	3	1						3			
Total		1	3	3	1							3			
1917, December	{White. Mixed.			3	3							3			
Total				8	5		1	2				3			
1918, January	{White. Mixed.			6	5	1									
Total				15	2		1								
1918, February	{White. Mixed.			13	1							1			
Total			1	15	5	1	1					11	1		
1918, March	{White. Mixed.			23	5							3			
Total				4	4		1					3	1		
1918, April	{White. Yellow. Mixed.			2	23	5						6			
Total				12	5	2	2					5			
1918, May	{White. Mixed.			4	30	8	1	1							
Total				4	30	8	2	2	17						4
1918, June	{White. Mixed.			2	17	1						2			
Total				2	8	1	1					2			
1918, July	{White. Mixed.			3	11	1						3			
Total				3	11	3									
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	15	189	52	6	9	51				42	2		12

PITTSBURGH, PA.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	Yellow	4	11	4	6	1	1	1							
	Mixed	1	5					1							
Total		5	16	4	6	1	2								
1917, December	Yellow			9	3		10					1	1	1	
	Mixed		1												
Total			1	9	3		10	7				1	1	1	
1918, January	White							1							
	Yellow			14	5	4	5								
	Mixed		2			2									
Total			2	14	5	6	6	5							
1918, February	Yellow			30	13	14									
	Mixed			4		1									
Total				34	13	15		6							
1918, March	Yellow		1	10	16	17	15					1			
	Mixed			5	3										
Total			1	15	19	17	15	11				1			1
1918, April	White		1												
	Yellow		3	5	6	10	13								
	Mixed				1		1								
Total			4	5	7	10	14	2							
1918, May	White			3											
	Yellow		3	6	2	2	5			1					
	Mixed			6			1								
Total			3	9	2	2	6	8		1					1
1918, June	Yellow		1	2	4	4	10								
	Mixed						1								
Total			1	2	4	4	11	13							
1918, July	Yellow		3		2		1								
	Mixed						2								
Total			3		2		3	7							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		5	31	92	61	55	67	59	1			2	1	1	2

OKLAHOMA CITY, OKLA.

1917, November	White			4											
1917, December	White			3	3	1									
	Mixed			6	4	4	1								
Total				9	7	5	1								
1918, January	White			5	9	2	2								
	Yellow			1		1	1								
	Mixed			4	5	1	1								
Total				10	14	4	4	4							
1918, February	White			8	4										
	Yellow			1	3										
	Mixed			1	11	14	3	1			11				
Total				1	20	21	3	1	1		11				

OKLAHOMA CITY, OKLA.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, March	White	1	4	6	1	1									
	Yellow	1	2	3											
	Mixed	38	4	9	9	2									
Total		40	10	18	10	3	8								
1918, April	White	4	9	2											
	Yellow	2		1											
	Mixed	9	15	5	6	4					1		1	1	
Total		13	26	7	7	4	4				1		1	1	
1918, May	White	6	7	1	1										
	Yellow														
	Mixed	1	15	8	7	1	4								1
Total		1	21	15	8	3	4	4							1
1918, June	White	1													
	Mixed	1	1				1						1		
Total		2	1				1	9					1		1
1918, July	Mixed	2	6	1	1	1									
Total		2	6	1	1	1	3								
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	79	101	76	33	19	33			12		2	2	1

SOUTH BEND, IND.

1918, January	White														1
	Yellow												7		1
	Mixed													7	
Total													7	9	3
1918, February	White					1							7		
	Yellow					5	5				11	42	10	7	
	Mixed													3	
Total						6	5	4			11	42	17	10	3
1918, March	Yellow				1	19	14				16	41	42		
Total					1	19	14	28			16	41	42		2
1918, April	Yellow											3	9	5	
Total								1				3	9	5	20
1918, May	White											2			
	Yellow											2			
Total								1				4			8
1918, June	White											1		2	
	Mixed											1		1	
Total												1		3	16
1918, July	Yellow										3			1	
Total											3			1	1
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.					1	25	19	34			30	91	75	28	53

WINCHESTER, IND.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	Yellow						1								
	Mixed						1								
Total							2	5							
1917, December	Yellow					2	3				19				
Total						2	3	20			19				
1918, January	Yellow				1	2	5				5	1	2	13	
	Mixed													4	
Total					1	2	5	23			5	1	2	17	2
1918, February	Yellow			1		1	7				10				
	Mixed						1				5				
Total				1		1	8	10			15				
1918, March	White			1											
	Yellow				3	2	4				27			1	
Total				1	3	2	4	18			27			1	
1918, April	Yellow			2	1	1	1				6	1		3	
Total				2	1	1	1	2			6	1		3	
1918, June	Yellow						1								
1918, July	Yellow			2	1	1	1				6	1		3	
Total				2	1	1	1	2			6	1		3	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.				6	6	9	25	80			78	3	2	24	2

DALLAS, TEXAS.

1917, December	White	1	2	2											
	Mixed	3	4			1									
Total		4	6	2	1										
1918, January	White	13	9	4	1										
	Mixed	1	4												
Total		14	13	4	1										
1918, February	White	2	13	2	3										
	Mixed	4	13	1	1										
Total		6	26	3	4		1								
1918, March	White	2	28	10	3						1				
	Mixed	2	12	2							1				
Total		4	40	12	3						2				
1918, April	White	2	14	6	4	3					1				
	Mixed	2	5	1	1	2									
Total		4	19	7	5	5	6				1				
1918, May	White	1	1			2							1	1	
	Mixed					1					1	1			
Total		1	1			3	1				1	1	1	1	

DALLAS, TEXAS—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, June.....	White.....			1			1							3	
	Mixed.....			2											
Total.....				3			1							3	3
1918, July.....	White.....		5	2											
	Mixed.....		1												
Total.....			6	2				1							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			39	110	28	14	9	9			4	1	1	4	3

WINFIELD, KANS.

1917, November.....	Total.....							1							
1917, December.....	Mixed.....			3	3	2					1				
1918, January.....	White.....			5	2										
	Yellow.....			3											
	Mixed.....		1	15	6										
Total.....			1	23	8										
1918, February.....	White.....			17	5										
	Yellow.....			9	2	2									
	Mixed.....			18	8	1	3								
Total.....				44	15	3	3								
1918, March.....	White.....		3	30	7	10	1								
	Yellow.....			8	1	1	1								
	Mixed.....			5	5	3	2								
Total.....			3	43	13	14	4								
1918, April.....	White.....		2	3						1					
	Yellow.....			1							1				
	Mixed.....		1	6	1	1	1				1				
Total.....			3	10	1	1	1			1	2				
1918, May.....	White.....		6	2											
	Yellow.....		1												
	Mixed.....		4	1											
Total.....			11	3											
1918, July.....	Mixed.....			2	2										
Total.....				2	2			1							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			18	128	42	20	8	2		1	3				

TROY, OHIO.

1917, November.....	White.....		1	1	1				2	4					
	Yellow.....		1				2								
	Mixed.....		1	1	1										
Total.....			1	2	2	2	2	1	2	4					
1917, December.....	White.....			1	1	3	3								
	Yellow.....			7		1									
Total.....				8	1	4	3	2							

TROY, OHIO—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, January	Yellow			4		1									
Total				4		1		1							
1918, February	White.		1	8	1	6	1								
	Yellow			4		1	3								
Total			1	12	1	7	4	3							2
1918, March	White.			22	1										
	Yellow			6	2										
Total				28	3										5
1918, April	White.		5	14						5					
	Yellow		2	2						1			1		
Total			7	16						6			1		
1918, May	White.			1						2					
	Yellow			1											
Total				2						2					
1918, June	White.		1	4								1	2		
	Yellow														
Total			1	4								1	2		
1918, July	White.	3	1	2											
Total number of cars of each grade, Nov 1, 1917, to July 14, 1918.		4	12	78	7	12	9	7	2	12	1	2	1		7

EVANSVILLE, IND.

1917, November	White.		2		2	3	1			10	28				
	Yellow									2	1				
Total			2		2	3	1			12	29				
1917, December	White.				1		1			1	10				
	Yellow									1					
	Mixed				1						3				
Total					2		1	5		2	13				
1918, January	White.									2	1				
Total								1		2	1				
1918, February	White.						1	1		4	4				
	Mixed						1	1							
Total							1	2	3	4	4				
1918, March	White.			10		1	6								
	Mixed					1	4								
Total				10		2	10	4							
1918, April	White.		1	3	4										
1918, May	do.		2	2	2		1			2	1	1	1		
1918, June	do.		1	5											
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			6	20	10	6	15	13		22	48	1	1		

ABILENE, KANS.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1917, December	Mixed												1		
1918, January	White					1	1								
	Yellow					1									
	Mixed			1	3	3	2					7	1		
Total				1	5	4	2	1				7	1		
1918, February	White			2	2	2									
	Yellow			1	4	2						4			
	Mixed			3	13	3					1	15	5	1	
Total				6	19	7					1	19	5	1	
1918, March	White			6	3	1									
	Yellow				1	1									
	Mixed			2	8	2				1	4	3			
Total				8	12	4				1	4	3			
1918, April	White		1	1											
	Yellow			1											
	Mixed			3	1	1					2				
Total			1	5	1	1					2				
1918, May	White			1							1				
	Yellow									1					
	Mixed		1	2	2	1	1								
Total			1	3	2	1	1			1	1				
1918, June	Yellow										1				
	Mixed			2											
Total			2								1				
1918, July	White									1					
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			4	23	39	17	3	1		3	9	29	7	1	

PORTLAND, OREG.

1917, November	Yellow		2												
	Mixed		1												
Total			3												
1917, December								3							
1918, January	Yellow					4	4								
Total						4	4	1							
1918, February	Yellow		1	8		1									
	Mixed		1			1									
Total			2	8		2									
1918, March	White			1											
	Yellow		1	1	3	1	1								
	Mixed			1	2	3	1								
Total			1	3	5	4	2	6							
1918, April	White			1											
	Yellow	2		12	6	3	6								
	Mixed						2								
Total		2	1	13	6	3	8	1							

PORTLAND, OREG.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No 1	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple grade.
1918, May	Yellow	---	2	4	4	---	---	---	---	---	---	---	---	---	---
Total		---	2	4	4	---	---	1	---	---	---	---	---	---	---
1918, June	Mixed	---	---	4	1	2	2	---	---	---	---	---	---	---	---
Total		---	---	4	1	2	2	3	---	---	---	---	---	---	---
1918, July	Yellow	---	2	5	2	---	2	---	---	---	---	---	---	---	---
	Mixed	---	3	8	1	---	1	---	---	---	---	---	---	---	---
Total		---	5	13	3	---	3	6	---	---	---	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		2	12	39	27	15	19	21	---	---	---	---	---	---	---

CLAY CENTER, KANS.

1917, November	Mixed	---	---	---	---	---	---	---	---	1	---	---	---	---	---
1917, December	White	---	---	---	---	---	---	---	---	---	3	2	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	4	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	7	2	---	---	---
1918, January	White	---	---	---	---	---	---	---	---	---	9	---	---	---	---
Yellow	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	12	5	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	22	5	---	---	---
1918, February	White	---	---	---	---	---	---	---	---	---	23	---	---	---	---
Yellow	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	12	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	36	1	---	---	---
1918, March	White	---	---	---	---	---	---	---	---	1	5	1	---	1	---
Yellow	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	1	13	1	---	1	---
1918, April	White	---	---	---	---	---	---	---	---	---	3	7	---	---	---
Yellow	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	3	14	---	---	---
1918, May	White	---	---	---	---	---	---	---	---	1	2	---	---	---	---
Yellow	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	2	1	---	---	---
Total	---	---	---	---	---	---	---	---	---	1	4	1	1	---	---
1918, June	White	---	---	---	---	---	---	---	---	1	1	3	---	1	---
Yellow	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---
Mixed	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	1	3	4	---	1	---
1918, July	White	---	---	---	---	---	---	---	---	---	5	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.	---	---	---	---	---	---	---	---	---	7	10	14	1	2	---

TACOMA, WASH.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November	Yellow		2												
1917, December	Mixed		1	1											
1918, January	Yellow		1	4	4	2									
1918, February	do.			3	7										
1918, March	Yellow	2	4	5	6	2									
	Mixed			1											
Total		2	4	6	6	2									
1918, April	White		13												
	Yellow	1	9	8											
Total		1	22	8											
1918, May	White		8												
1918, June	Yellow			5											
1918, July	do.			1	3	1									
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		3	38	28	20	5									

COLUMBUS, OHIO.

1917, November	Yellow										6				
Total											6				3
1917, December	do.										7		1		
Total											7		1		6
1918, January	Yellow				1						4				
	Mixed										1				
Total					1						5				5
1918, February	Yellow										1	1	2		
Total							2				1	1	2		2
1918, March	White						2								
	Yellow										1		2	3	
Total							2	9			1		2	3	9
1918, April	Yellow						3				1	2	6		
	Mixed														
Total							3				1	2	6		3
1918, May	White													1	
	Yellow										1				
Total											1			1	
1918, June	Yellow										1	1			
Total											1	1			1
1918, July	Yellow											1			
Total								1				1			
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.					1		5	12			23	5	11	4	29

LOS ANGELES, CAL.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, April.....	White.....		1	5	1	4									
	Yellow.....		5	2	1	1									
Total.....			6	7	2	5		1							
1918, May.....	White.....		2												
	Yellow.....				1										
Total.....			2		1										
1918, June.....	White.....		1	1											
	Yellow.....		1	1											
Total.....			2	2				1							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			17	19	13	19		12							

SUPERIOR, NEBR.

1917, November.....	White.....		3	1						2	2				
	Yellow.....									1					
	Mixed.....		1	6			1			3	16	2			
Total.....			4	7			1	1		6	18	2			
1917, December.....	White.....			1	2	3	2			1	2	2	1		
	Yellow.....			1	2	5	3					2	2	3	
	Mixed.....			3	7	2	8				4	8	6	2	
Total.....				5	11	10	13	4		1	6	12	9	5	1
1918, January.....	White.....			1	3	2	3					1	5		
	Yellow.....				1	4	3								
	Mixed.....	1			8		8				1	13	27	7	
Total.....		1		1	12	6	14	19			1	14	35	7	
1918, February.....	White.....			4	11	2	1				4	6	2		
	Yellow.....			1	2		2				1		1	1	
	Mixed.....			2	7	13	1				1	8	13		
Total.....				7	20	15	4				6	14	16	1	
1918, March.....	White.....			8	6	1					17	3	1		
	Yellow.....			1	1						2	3	3	1	
	Mixed.....	1		3	7	13	2				5	18	16	1	
Total.....		1		12	14	14	3	3			24	24	20	2	1
1918, April.....	White.....		1	5	5					1	16		2		
	Yellow.....		1	1							2				
	Mixed.....			6	3	1	1				16	5		1	
Total.....			2	12	9	1	1	2		1	34	5	2	1	
1918, May.....	White.....		2	17	7	2				1	27	1			
	Yellow.....		3	3	1	2				1	1	1			
	Mixed.....		1	4	2	4	2			1	21	8	2	2	
Total.....			6	24	10	8	2	2		3	49	10	2	2	
1918, June.....	White.....			23	5	2	2			1	3	28	2		
	Yellow.....			3	1						1				
	Mixed.....		1	7	4	6	2				12	11	4		
Total.....			1	33	10	8	4	3		1	4	40	13	4	

SUPERIOR, NEBR.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, July.-----	White-----	---	---	3	1	1	---	---	---	7	---	---	---	---	
	Mixed-----	---	---	---	---	---	---	---	1	1	1	---	---	---	
Total.....		---	---	3	1	1	---	1	---	1	8	1	---	---	
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	14	104	87	63	42	35	1	16	136	95	88	18	2

ENID, OKLA.

1917, December.....	White.....	---	---	1	2	1	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	1	3	1	---	---	---	---	---	---	---	---	---
Total.....		---	---	1	3	1	---	---	---	---	---	---	---	---	---
1918, January.....	White.....	---	---	1	2	---	---	---	---	---	1	---	---	---	---
	Mixed.....	---	---	5	2	3	1	---	---	---	---	---	---	---	---
Total.....		---	---	6	4	3	1	---	---	---	1	---	---	---	---
1918, February.....	White.....	---	---	3	2	---	---	---	---	1	---	---	---	---	---
	Yellow.....	---	---	---	3	4	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	1	4	1	1	---	---	---	---	---	---	---	---
Total.....		---	---	4	9	5	1	---	---	1	---	---	---	---	---
1918, March.....	White.....	---	---	7	1	---	---	---	---	1	---	---	---	---	---
	Yellow.....	---	---	1	2	1	---	---	---	1	---	---	---	---	---
	Mixed.....	---	1	2	---	1	---	---	---	---	---	---	---	---	---
Total.....		---	1	10	3	2	---	---	---	2	---	---	---	---	---
1918, April.....	White.....	---	---	---	1	---	---	---	---	1	---	---	---	---	---
	Yellow.....	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	1	---	---	---	---	---	1	---	---	---	1	---
Total.....		---	---	1	1	---	1	---	2	---	---	---	---	1	---
1918, May.....	Mixed.....	---	---	---	---	1	---	---	3	1	---	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		---	1	22	20	12	2	1	5	4	1	---	---	1	---

MANSFIELD, OHIO.

1918, February.....		---	---	---	---	---	1	---	---	---	---	---	---	---	---
1918, March.....	Yellow.....	---	---	1	---	6	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	---	1	---	---	---	---	---	---	---	1	2	---
Total.....		---	---	1	1	6	11	---	---	---	---	---	1	2	---
1918, April.....	Yellow.....	---	---	---	---	1	---	---	---	---	1	---	---	---	---
	Mixed.....	---	---	---	---	---	---	---	---	---	---	---	---	1	---
Total.....		---	---	---	---	1	4	---	---	1	1	---	---	1	6
1918, May.....	Yellow.....	---	---	---	---	---	---	---	---	3	4	---	---	2	---
1918, July.....	do.....	---	---	---	1	---	---	---	---	---	---	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		---	---	2	1	7	16	---	---	4	5	1	5	6	---

NEW ULM, MINN.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1917, November	{ White. Yellow Mixed	1	1	1	4	2	1								
Total		1	2	6	2	1									
1917, December	{ White. Yellow			1	1	5	3								
Total			1	6	6	3									
1918, January	Yellow				4		2								
1918, February	Yellow					4	1								
Total						4	1	1							
1918, March	{ Yellow Mixed					1	1								
Total						1	1								
1918, April	{ White. Yellow Mixed				6	1	1								
Total					9	2									
1918, May	{ White. Yellow			7	2	1	2								
Total				7	3	2									
1918, June	White			1											
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	3	20	24	12	4	1							

GRAND RAPIDS, MICH.

1918, April	{ White. Yellow			1	1										
Total			14	1	1	1	1	1							5
1918, May	{ White. Yellow			6	2	2	1	1							
Total			6	2	2	1	1	2							
1918, June	Yellow				1	1	1								
Total					1	1	1	3							
1918, July	do			1	4	9	1								
Total				1	4	9	1	1							
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			20	4	8	12	4	7							5

NEW ALBANY, IND.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1917, November.....	White.....										3				
Total.....								6			3				1
1918, January.....	White.....					1									
1918, February.....	White.....										1	3	1	5	
	Yellow.....										1	1			
Total.....								2			2	4	1	5	
1918, March.....	White.....					1	1					3	2	5	
	Yellow.....										1	6			
Total.....						1	1	1			1	9	2	5	7
1918, April.....															3
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.						2	1	9			6	13	3	10	11

ST. CLOUD, MINN.

1917, November.....	No data.														
1917, December.....	No data.														
1918, January.....								1							
1918, February.....	Mixed.....					1									
1918, March.....	Yellow.....					2	1								
1918, April.....	No data.														
1918, May.....	White.....	3	10	4											
Total.....		3	10	4				1							
1918, June.....	White.....		9	10											
1918, July.....	do.....		4	6											
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		3	23	20	2	2	2								

MARSHALL, MINN.

1917, December.....	Yellow.....					1									
1918, January.....	White.....											1	1		
	Yellow.....											1	3		
	Mixed.....											1	1		
Total.....												3	5		1
1918, February.....	White.....					3	1								
	Mixed.....						1								
Total.....						3	2								
1918, March.....	White.....					3									
Total.....						3		1							

MARSHALL, MINN.—Continued.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	White				1										
	Yellow			2	1										
Total				2	2										
1918, June	White			3											
	Yellow			3	4							1			
	Mixed			1			2								
Total				7	4		2					1			
1918, July	White		1		3										
	Yellow			5	1										
Total			1	5	4										
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			1	14	10	6	5	1				1	3	5	1

WELLINGTON, KANS.

1917, November		No data.													
1917, December	White				1										
	Yellow			1											
	Mixed				1										
Total				1	2										
1918, January	White			1	2										
	Yellow				3										
	Mixed			1											
Total				2	5										
1918, February	White			2											
	Yellow				1										
	Mixed		1	1	1										
Total			1	3	2										
1918, March	Yellow			1	1										
	Mixed			1	1						1	1			
Total				2	2						1	1			
1918, April	White										1				
	Mixed														
Total											1	1			
1918, May	Yellow		1		1							2			
	Mixed		2												
Total			3		1							2			
1918, June	White										2				
	Mixed										1				
Total											3				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			4	8	12						4	4	1		

MERIDIAN, MISS.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sample grade.
1918, May	Mixed									2					
1918, June	do									8	1				
1918, July	White								1						
	Mixed		1						2	5	1				
Total			1						3	5	1				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			1						3	15	2				

SPOKANE, WASH.

1918, January	Yellow			1	1							1	1	1	
1918, February	Yellow				1							1			
	Mixed				1										
Total					2							1			
1918, March	Yellow										1	4			
1918, May	Yellow											1			
Total												1			1
1918, June	White			1											
	Yellow													1	
Total				1										1	
1918, July	Yellow										1				
	Mixed				1										
Total					1						1				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.				2	4						2	7	1	2	1

OWENSBORO, KY.

1918, April	White									2	7				
Total								1		2	7				
1918, June	White									7					
	Yellow										1				
Total										7	1				
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.								1		9	8				

NORFOLK, VA.

Year and month.	Color.	In terms of carloads.													
		Receipts by grade.							Shipments by grade.						
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple grade.
1917, November.....	White.....	---	1	---	---	---	---	---	---	---	---	---	---	---	---
Total.....		---	1	---	---	---	---	1	---	---	---	---	---	---	---
1917, December.....		---	---	---	---	---	---	1	---	---	---	---	---	---	---
1918, January.....		---	---	---	---	---	---	1	---	---	---	---	---	---	---
1918, March.....	White.....	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	Yellow.....	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	Mixed.....	---	---	2	---	---	---	---	---	---	---	---	---	---	---
Total.....		---	---	3	---	---	1	3	---	---	---	---	---	---	---
1918, April.....	Yellow.....	---	---	---	---	---	2	---	---	---	---	---	---	---	---
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		---	1	3	---	---	3	6	---	---	---	---	---	---	---

ATLANTA, GA.

1918, March							1								
1918, April	Mixed	1	1												
Total		1	1				2								
1918, June	do		2												
Total			2				2								
1918, July	do		1												
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.		1	4				5								

LAWRENCEBURG, IND.

1918, July	White		3	4											
	Mixed		1												
Total			4	4											
Total number of cars of each grade, Nov. 1, 1917, to July 14, 1918.			4	4											

NEWPORT NEWS, VA.

1917, November	Yellow	1													
1918, January	Mixed			1											
Total				1				1							
1918, March	Yellow			1											
1918, April	Mixed			1		1									
Total				1		1		2							

PART II.

TABLES SHOWING NUMBER OF CAR RECEIPTS AND SHIPMENTS OF WHEAT, INSPECTED AND GRADED BY LICENSED INSPECTORS, TOGETHER WITH THE GRADE ASSIGNED EACH CAR.

[Each table represents a single market, and the markets are arranged according to the number of cars reported as having been inspected therein during the period November 1, 1917, to July 14, 1918, inclusive.]

MINNEAPOLIS, MINN.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.
Dark Northern Spring.....	5,002	3,533	1,282	664	121	292	10,894	926	510	196	112	20	52	1,816
Northern Spring.....	5,790	5,263	2,769	2,292	901	1,210	18,225	888	1,027	594	452	124	266	3,351
Red Spring.....	59	139	70	83	33	35	419	11	15	11	4	3	5	49
Red Spring Humpback.....	37	142	90	106	41	31	447	3	7	4	2	1	2	19
Hard Red Spring.....	10,888	9,077	4,211	3,145	1,096	5,768	29,985	1,828	1,559	805	570	148	325	5,235
Amber Durum.....	30	1,231	569	423	135	114	2,502	12	255	112	56	19	28	482
Durum.....	7	231	136	143	73	133	723	7	47	27	13	19	28	141
Red Durum.....	9	59	27	26	5	3	129	2	6	5	9	1	---	23
Common and Red Durum.....	46	1,521	732	592	213	250	3,354	21	308	144	78	39	56	646
Dark Hard Winter.....	14	157	169	87	5	18	450	8	9	17	4	2	1	41
Hard Winter.....	84	388	501	143	65	97	1,274	3	12	23	10	3	6	57
Yellow Hard Winter.....	3	11	6	2	20	---	42	---	1	---	---	---	3	4
Hard Red Winter.....	101	556	676	232	90	111	1,766	11	22	40	14	5	10	102
Red Winter.....	12	46	49	12	7	1	127	1	---	---	1	---	1	3
Red Walla.....	7	22	32	11	3	1	76	1	1	2	---	---	---	4
Soft Red.....	---	4	11	7	2	1	25	---	---	---	---	---	---	---
Soft Red Winter.....	19	72	92	50	12	3	228	2	1	2	1	---	1	7
Hard White.....	44	169	376	320	213	113	1,235	2	14	24	27	19	10	96
Soft White.....	157	414	305	83	16	38	1,013	4	15	4	5	2	5	33
Common White.....	201	583	681	403	229	151	2,248	6	29	28	32	21	13	129
White Club.....	39	150	118	36	13	11	367	---	12	19	6	3	3	43
Mixed Wheat.....	707	2,493	1,671	833	312	335	6,351	129	400	223	117	64	186	1,119
Total, all classes.....	12,011	14,452	8,181	5,271	1,965	2,429	44,299	1,997	2,331	1,261	818	280	594	7,281

NEW YORK, N. Y.

Dark Northern Spring.....	2,384	1,171	46	43	---	21	3,665	6,288	167	---	---	---	---	6,455
Northern Spring.....	238	1,886	91	113	52	190	2,570	360	545	134	123	15	187	1,864
Red Spring.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Hard Red Spring.....	2,622	3,058	137	156	52	211	6,236	6,648	712	134	123	15	187	7,819
Amber Durum.....	37	141	206	88	---	---	472	---	219	548	---	---	---	767
Durum.....	1	267	678	452	---	145	1,543	---	285	1,037	---	---	150	1,472
Red Durum.....	---	3	7	1	---	---	11	---	---	---	---	---	---	---
Common and Red Durum.....	38	411	891	541	---	145	2,026	---	504	1,585	---	---	150	2,239
Hard Winter.....	---	19	7	4	1	1	32	---	---	---	---	---	26	26
Yellow Hard Winter.....	---	---	2	1	---	---	4	---	---	---	---	---	---	---
Hard Red Winter.....	---	19	9	5	1	2	36	---	---	---	---	---	26	26
Red Winter.....	196	188	199	38	4	12	661	---	2	8	---	---	---	10
Soft Red.....	---	2	8	4	24	2	28	---	---	---	---	---	---	---
Soft Red Winter.....	196	190	207	42	36	18	689	---	2	8	---	---	---	10

NEW YORK, N. Y.—Continued.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Soft White.....	1	2	17	5	10	1	26							
Common White.....	1	2	17	5	10	1	36							
Mixed Wheat.....	23	32	190	14	26	10	295	20	26	15				61
Total, all classes.....	2,880	3,712	1,451	763	125	387	9,318	6,668	1,244	1,742	123	15	363	10,155

DULUTH, MINN.

Dark Northern Spring.....	1,771	809	230	99	9	18	2,936	632	120	44	29		3	828
Northern Spring.....	1,257	616	246	177	19	71	2,386	301	303	108	143	3	9	867
Red Spring.....	2	2	2	2		1	9						1	
Red Spring Humpback.....	1	8	5			1	15							
Hard Red Spring.....	3,031	1,435	483	278	28	91	5,346	933	423	152	172	3	13	1,696
Amber Durum.....	6	287	222	168	36	36	755	13	229	207	50	4	2	505
Durum.....	4	69	54	48	37	54	266		7	155	11	1		174
Red Durum.....	16	26	18	15	2	1	78		41	4				45
Common and Red Du- rum.....	26	382	294	231	75	91	1,099	13	277	366	61	5	2	724
Dark Hard Winter.....	48	74	34	5	1	1	163		9	1	2			12
Hard Winter.....	8	110	57	18	6	7	206	2	39	5			1	47
Yellow Hard Winter.....	1						1							
Hard Red Winter.....	57	184	91	23	7	8	370	2	48	6	2		1	59
Red Winter.....		4	6				10		1					1
Red Walla.....	2	7	1				10	1	2			1		4
Soft Red Winter.....	2	11	7				20	1	3			1		5
Hard White.....		1	6	1	2		10		1					1
Soft White.....		1	3	1			5							
Common White.....		2	9	2	2		15		1					1
White Club.....		10	5				15							
Mixed Wheat.....	112	528	461	302	138	61	1,602	1	22	61	249	155	2	490
Total, all classes.....	3,228	2,552	1,350	836	250	251	8,467	950	774	585	484	164	18	2,975

OMAHA, NEBR.

Dark Northern Spring.....	42	13	8	4			67	13	5	2				20
Northern Spring.....	119	231	96	33	3	22	504	70	160	54	14	3	7	308
Red Spring.....	2	31	43	34	10	9	129	1	19	38	13		4	75
Red Spring Humpback.....	1	3					4		1		2		2	5
Hard Red Spring.....	164	278	147	71	13	31	704	84	185	94	29	3	13	408
Amber Durum.....	49	192	46	2	2		291	46	259	14				319
Durum.....	96	291	129	9	8	6	539	99	602	66				767
Red Durum.....	33	24	3				60	1	9					10
Common and Red Du- rum.....	178	507	178	11	10	6	890	146	870	80				1,096
Dark Hard Winter.....	8	56	54	34	4	1	157	13	46	32	11	1		103
Hard Winter.....	222	792	864	335	113	224	2,550	142	650	730	260	42	96	1,920
Yellow Hard Winter.....	3	36	81	28	6	44	198	1	10	14	7	3	26	61
Hard Red Winter.....	233	684	999	397	123	269	2,903	156	706	776	278	46	122	2,084
Red Winter.....		1					1							
Soft Red Winter.....		1					1							

OMAHA, NEBR.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Hard White.....	109	225	46	15	1	3	399	7	1	14	3		1	50
Soft White.....									25					
Common White.....	109	225	46	15	1	3	399	7	26	14	3		1	51
White Club.....		1	2		1		4	3	1					4
Mixed Wheat.....	152	401	292	75	32	29	981	23	157	125	23	11	11	350
Total, all classes.....	836	2,297	1,664	569	180	338	5,884	419	1,945	1,089	333	60	147	3,993

KANSAS CITY, MO.

Dark Northern Spring.....	2	7	8	1		2	20							
Northern Spring.....	32	31	13	6	2	4	88			5	1			6
Red Spring.....	3	17	14	7	3	3	47			2				2
Red Spring Humpback.....		1					1							
Hard Red Spring.....	37	56	35	14	5	9	156			7	1			8
Amber Durum.....	8	11	2		1	1	23		27					27
Durum.....	13	49	50	1		1	94	14	40	7			1	62
Red Durum.....											1			1
Common and Red Du- rum.....	21	60	32	1	1	2	117	14	67	7	1		1	90
Dark Hard Winter.....	107	128	192	137	52	46	662	181	84	45	30	6	7	353
Hard Winter.....	348	559	637	280	180	224	2,228	211	88	91	43	7	122	562
Yellow Hard Winter.....	16	10	11	9	8	13	67	6		1	1	2	1	11
Hard Red Winter.....	471	697	840	426	240	283	2,957	398	172	137	74	15	130	926
Red Winter.....	340	692	184	96	61	23	1,396	102	162	109	31	2	1	407
Red Walla.....		1	10	2			13		1	1				2
Soft Red.....	3	4	1				8							
Soft Red Winter.....	343	697	195	98	61	23	1,417	102	163	110	31	2	1	409
Hard White.....	13	17	10	12	2	9	63	6	6	3	1		1	17
Soft White.....	5	27	68	12	5	6	123	2	5	31	3		4	45
Common White.....	18	44	78	24	7	15	186	8	11	34	4		5	62
White Club.....		2	3				5		1					1
Mixed Wheat.....	129	158	144	40	29	49	549	18	39	42	7	9	24	139
Total, all classes.....	1,019	1,714	1,327	603	343	381	5,387	540	453	337	118	26	161	1,635

KANSAS CITY, KANS.

Dark Northern Spring.....		4	2	1			7							
Northern Spring.....	43	34	14	10	3	19	123	1	6	1	2	1	6	17
Red Spring.....		1	1				1		2		2	1		5
Red Spring Humpback.....		1	7				9							
Hard Red Spring.....	43	39	24	11	3	20	140	1	8	3	3	1	6	22
Amber Durum.....	9	9	6			1	25	1	1	1				3
Durum.....	7	8	21	3		2	41	8	7	5				20
Common and Red Du- rum.....	16	17	27	3		3	66	9	8	6				23
Dark Hard Winter.....	194	280	148	87	52	24	785	36	24	18	15	1		94
Hrd Winter.....	537	333	162	83	65	102	1,282	74	71	79	20	10	23	277
Yellow Hard Winter.....	27	10	4	2		4	47							
Hard Red Winter.....	758	623	314	172	117	150	2,114	110	95	97	35	11	23	371

KANSAS CITY, KANS.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Red Winter.....	698	700	219	71	37	42	1,767	110	161	80	34	6		391
Red Walla.....		2		1			3							
Soft Red.....	6						8	9	10	2				21
Soft Red Winter.....	704	704	219	72	37	42	1,778	119	171	82	34	6		412
Hard White.....	18	21	7	8	8	6	68	1					1	2
Soft White.....	2	6	7	9	7	9	40	1	1	2		1	3	8
Common White.....	20	27	14	17	15	15	108	2	1	2		1	4	10
White Club.....		1					1							
Mixed Wheat.....	134	141	58	22	17	33	403	13	20	62	5	5	2	108
Total, all classes.....	1,675	1,552	656	297	189	243	4,612	254	304	232	77	24	35	946

ST. LOUIS, MO.

Dark Northern Spring.....	46	66	18	5			135							
Northern Spring.....	20	55	17	10	4	1	107		1			1		2
Red Spring.....	1	1	1			1	4							
Hard Red Spring.....	67	122	36	15	4	2	246		1			1		2
Amber Durum.....									1			1		2
Durum.....		1	1		1	1	4	1						1
Red Durum.....										1				1
Common and Red Du- rum.....		1	1		1	1	4	1	1	1	1			4
Dark Hard Winter.....	5	23	14	8	3	3	56			1				1
Hard Winter.....	13	66	64	22	19	26	210		6	7	3	1	2	19
Hard Red Winter.....	18	89	78	30	22	29	266		6	8	3	1	2	20
Red Winter.....	304	1,582	666	176	52	64	2,844	17	518	286	9	3	5	838
Red Walla.....		2	1	4			7							
Soft Red.....	7	440	148	24	7	7	633	3	253	85	3		2	346
Soft Red Winter.....	311	2,024	815	204	59	71	3,484	20	771	371	12	3	7	1,184
Hard White.....	1	6	8	7	2	1	25							
Soft White.....	3	8	22	7	4	6	50	1	2	4				7
Common White.....	4	14	30	14	6	7	75	1	2	4				7
White Club.....	1	1	1	3			6							
Mixed Wheat.....	19	39	63	18	22	22	183	3	12	26	3	3	2	49
Total, all classes.....	420	2,290	1,024	284	114	132	4,264	25	793	410	19	8	11	1,266

CHICAGO, ILL.

Dark Northern Spring.....	105	40	7	4	1	9	166	15	4					19
Northern Spring.....	404	437	82	46	31	124	1,124	405	70	24	1	2	3	505
Red Spring.....	14	33	13		1	3	64	2		1				4
Red Spring Humpback.....		1					1							
Hard Red Spring.....	523	511	102	50	33	136	1,355	422	74	25	2	2	3	528
Amber Durum.....	16	35	1			2	54							
Durum.....		3												
Common and Red Du- rum.....	16	38	1			2	57							

CHICAGO, ILL.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Dark Hard Winter.....	2		1	4	1		8	1	2	23	2			28
Hard Winter.....	25	195	200	36	59	81	596	4	307	76	2	1	6	396
Yellow Hard Winter.....			3	1		1	5							
Hard Red Winter.....	27	195	204	41	60	82	609	5	309	99	4	1	6	424
Red Winter.....	48	186	436	174	182	97	1,123	19	385	256	1	7	14	662
Soft Red.....		2	5	1			8			3				3
Soft Red Winter.....	48	188	441	175	182	97	1,131	19	385	239	1	7	14	665
Hard White.....	3	1	1				5	3	2					5
Soft White.....	2	5	4		1	1	13	4	4					8
Common White.....	5	6	5		1	1	18	7	6					13
White Club.....		4	1				5							
Mixed Wheat.....	14	45	65	12	19	31	186	2					8	10
Total, all classes.....	633	987	819	278	295	349	3,361	455	774	363	7	10	31	1,640

BALTIMORE, MD.

Hard Winter.....		2	2				4		8	3				11
Hard Red Winter.....		2	2				4		8	3				11
Red Winter.....		133	331	26	176	42	708		190	394	187	125		896
Soft Red.....	1	23	325	105	702	252	1,408			484	220	560	17	1,281
Soft Red Winter.....	1	156	656	131	878	294	2,116		190	878	407	685	17	2,177
Soft White.....					5	1	6						1	1
Common White.....					5	1	6						1	1
Mixed Wheat.....		2	9	8	18	2	39			1		2		3
Total, all classes.....	1	160	667	139	901	297	2,165		198	882	407	687	18	2,192

SEATTLE, WASH.

Dark Northern Spring.....	107	103	67	18	6	2	303		1	2				3
Northern Spring.....	147	24	6	1		1	179	5						5
Red Spring.....	16	2	2			2	22			1				1
Hard Red Spring.....	270	129	75	19	6	5	504	5	1	3				9
Amber Durum.....		5					5							
Common and Red Du- rum.....		5					5							
Dark Hard Winter.....	13	27	21	14			75							
Hard Winter.....	35	71	14	14			134	7	43	5				55
Yellow Hard Winter.....	2						2							
Hard Red Winter.....	50	98	35	28			211	7	43	5				55
Red Winter.....	4	10	10	2			26			1				1
Red Walla.....	11	47	91	1	3	4	157			1				1
Soft Red.....	1						1							
Soft Red Winter.....	16	57	101	3	3	4	184			2				2

SEATTLE, WASH.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Hard White.....	142	253	489	296	252	145	1,577	59	86	113	31	14	3	306
Soft White.....	24	112	88	19	2	1	216	—	5	6	—	—	—	11
Common White.....	166	365	577	315	254	146	1,823	59	91	119	31	14	3	317
White Club.....	213	312	236	85	30	17	893	1	—	—	—	—	—	1
Mixed White.....	73	92	70	34	9	4	282	3	1	—	—	—	—	4
Total, all classes.....	788	1,058	1,094	484	302	176	3,902	75	136	129	31	14	3	388

PHILADELPHIA, PA.

Dark Northern Spring.....	9	4	—	—	—	—	13	—	—	—	—	—	—	—
Northern Spring.....	185	35	1	9	37	—	267	—	—	—	—	—	—	—
Hard Red Spring.....	194	39	1	9	37	—	280	—	—	—	—	—	—	—
Amber Durum.....	—	—	47	—	—	1	48	—	—	—	—	—	—	—
Durum.....	—	—	—	14	1	4	19	—	—	—	161	50	—	211
Red Durum.....	—	—	—	1	—	—	1	—	—	—	—	—	—	—
Common and Red Du- rum.....	—	—	47	15	1	5	68	—	—	—	161	50	—	211
Hard Winter.....	—	1	—	—	—	—	1	—	—	—	—	—	—	—
Hard Red Winter.....	—	1	—	—	—	—	1	—	—	—	—	—	—	—
Red Winter.....	1	74	329	33	444	25	606	—	292	222	48	22	17	601
Soft Red.....	—	9	396	125	643	158	1,331	—	—	465	21	556	5	1,047
Soft Red Winter.....	1	83	725	158	787	183	1,937	—	292	687	69	578	22	1,648
Soft White.....	—	—	3	1	7	—	11	—	—	—	—	—	—	—
Common White.....	—	—	3	1	7	—	11	—	—	—	—	—	—	—
Mixed Wheat.....	—	2	14	4	18	1	39	—	53	4	1	—	—	58
Total, all classes.....	195	125	790	187	850	189	2,336	—	345	691	231	628	22	1,917

TACOMA, WASH.

Dark Northern Spring.....	23	22	16	13	5	4	83	—	—	—	—	—	—	—
Northern Spring.....	111	8	3	1	—	—	123	—	—	—	—	—	—	—
Red Spring.....	7	—	—	—	—	—	7	—	—	—	—	—	—	—
Hard Red Spring.....	141	30	19	14	5	4	213	—	—	—	—	—	—	—
Dark Hard Winter.....	5	20	19	7	4	11	66	—	—	—	—	—	—	—
Hard Winter.....	26	47	1	3	1	—	78	—	—	—	—	—	—	—
Hard Red Winter.....	31	67	20	10	5	11	144	—	—	—	—	—	—	—
Red Winter.....	1	—	—	—	—	—	1	—	—	—	—	—	—	—
Red Walla.....	33	116	28	7	2	—	189	—	—	—	—	—	—	—
Soft Red Winter.....	34	116	28	7	2	—	187	—	—	—	—	—	—	—
Hard White.....	71	169	264	172	92	20	788	—	142	51	67	7	—	267
Soft White.....	110	94	36	12	5	1	258	—	—	—	—	—	—	—
Common White.....	181	263	300	184	97	21	1,016	—	142	51	67	7	—	267
White Club.....	372	781	407	139	38	6	1,743	—	—	—	—	—	—	—
Mixed Wheat.....	61	112	56	35	11	1	276	—	—	—	—	—	—	—
Total, all classes.....	820	1,369	830	389	158	43	3,609	—	142	51	67	7	—	267

WICHITA, KANS.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total
Dark Northern Spring.....	3	-----	-----	-----	-----	-----	3	-----	-----	-----	-----	-----	-----	-----
Northern Spring.....	2	5	1	-----	-----	-----	8	-----	-----	-----	-----	-----	-----	-----
Hard Red Spring.....	5	5	1	-----	-----	-----	11	-----	-----	-----	-----	-----	-----	-----
Amber Durum.....	1	2	-----	1	-----	-----	4	-----	-----	-----	-----	-----	-----	-----
Durum.....	2	3	2	-----	-----	-----	7	-----	5	-----	-----	-----	-----	5
Common and Red Du- rum.....	3	5	2	1	-----	-----	11	-----	5	-----	-----	-----	-----	5
Dark Hard Winter.....	80	435	236	60	12	9	832	-----	3	1	-----	-----	-----	4
Hard Winter.....	722	676	92	17	16	47	1,570	5	1	-----	-----	-----	-----	6
Yellow Hard Winter.....	6	2	-----	-----	-----	-----	8	-----	-----	-----	-----	-----	-----	-----
Hard Red Winter.....	808	1,113	328	77	28	56	2,410	5	4	1	-----	-----	-----	10
Red Winter.....	199	244	18	7	3	6	477	6	-----	-----	-----	-----	-----	6
Soft Red Winter.....	199	244	18	7	3	6	477	6	-----	-----	-----	-----	-----	6
Mixed Wheat.....	91	143	27	5	2	1	269	2	-----	-----	-----	-----	-----	2
Total, all classes.....	1,106	1,510	376	90	33	63	3,178	13	9	1	-----	-----	-----	23

SUPERIOR, WIS.

Dark Northern Spring.....	15	18	16	7	1	1	58	470	114	17	9	-----	-----	610
Northern Spring.....	19	16	12	15	1	1	64	322	214	45	54	2	-----	637
Red Spring Humpback.....	1	-----	-----	-----	-----	-----	1	-----	-----	-----	-----	-----	-----	-----
Hard Red Spring.....	35	34	28	22	2	2	123	792	328	62	63	2	-----	1,247
Amber Durum.....	9	18	17	41	7	2	94	-----	71	68	74	-----	-----	213
Durum.....	-----	1	-----	-----	-----	-----	1	-----	-----	59	-----	-----	-----	59
Red Durum.....	2	-----	-----	-----	-----	-----	2	-----	12	12	-----	-----	-----	24
Common and Red Du- rum.....	11	19	17	41	7	2	97	-----	83	139	74	-----	-----	296
Hard Winter.....	-----	-----	-----	-----	-----	-----	-----	-----	30	19	-----	-----	-----	49
Hard Red Winter.....	-----	-----	-----	-----	-----	-----	-----	-----	30	19	-----	-----	-----	49
Red Walla.....	-----	-----	-----	-----	-----	-----	-----	5	6	-----	-----	-----	-----	11
Soft Red Winter.....	-----	-----	-----	-----	-----	-----	-----	5	6	-----	-----	-----	-----	11
Mixed Wheat.....	6	26	28	80	107	8	255	8	41	-----	352	91	-----	492
Total, all classes.....	52	79	73	143	116	12	475	805	488	220	489	93	-----	2,095

NEW ORLEANS, LA.

Northern Spring.....	3	-----	4	1	-----	-----	8	-----	-----	-----	1	-----	4	5
Red Spring.....	1	-----	31	17	-----	-----	49	-----	-----	-----	-----	-----	-----	-----
Hard Red Spring.....	4	-----	35	18	-----	-----	57	-----	-----	-----	1	-----	4	5
Amber Durum.....	14	173	12	-----	-----	-----	199	19	199	-----	-----	-----	-----	218
Durum.....	68	356	43	1	-----	-----	463	101	387	-----	-----	-----	-----	488
Red Durum.....	-----	11	-----	-----	-----	-----	11	-----	-----	-----	-----	-----	-----	-----
Common and Red Du- rum.....	82	540	55	1	-----	-----	678	120	586	-----	-----	-----	-----	706
Dark Hard Winter.....	-----	4	8	2	1	-----	15	-----	17	13	-----	-----	-----	30
Hard Winter.....	-----	60	134	64	8	59	325	7	85	241	-----	79	-----	412
Hard Red Winter.....	-----	64	142	66	9	59	340	7	102	254	-----	79	-----	442

NEW ORLEANS, LA.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Red Winter.....	1	4	5	13	2	---	25	1	20	37	---	---	---	58
Soft Red.....	---	---	1	---	---	---	1	---	---	---	---	---	---	---
Soft Red Winter.....	1	4	6	13	2	---	26	1	20	37	---	---	---	58
Hard White.....	---	1	---	---	---	---	1	---	47	1	---	---	---	48
Soft White.....	---	---	1	---	---	---	---	---	---	---	---	---	---	---
Common White.....	---	1	1	---	---	---	2	---	47	1	---	---	---	48
Mixed Wheat.....	6	28	32	3	5	2	76	---	30	32	---	---	---	62
Total, all classes.....	93	637	271	101	16	61	1,179	128	785	324	1	---	83	1,321

EAST ST. LOUIS, ILL.

Dark Northern Spring.....	67	87	21	3	2	1	181	---	---	---	---	---	---	---
Northern Spring.....	52	63	36	30	11	11	203	---	---	---	---	---	---	---
Red Spring.....	3	19	7	9	1	2	41	---	---	---	---	---	---	---
Hard Red Spring.....	122	169	64	42	14	12	425	---	---	---	---	---	---	---
Amber Durum.....	---	3	1	1	---	---	5	---	---	---	---	---	---	---
Durum.....	---	---	---	2	---	1	3	---	---	---	---	---	---	---
Common and Red Du- rum.....	---	3	1	3	---	1	8	---	---	---	---	---	---	---
Dark Hard Winter.....	3	3	---	---	---	---	6	---	---	---	---	---	---	---
Hard Winter.....	7	20	15	6	8	10	66	---	2	---	---	1	3	6
Yellow Hard Winter.....	---	1	1	---	---	---	2	---	---	---	---	---	3	3
Hard Red Winter.....	10	24	16	6	8	10	74	---	2	---	---	1	6	9
Red Winter.....	120	564	263	60	35	61	1,103	63	132	129	8	5	19	356
Red Walls.....	---	---	---	---	---	---	---	---	7	4	---	1	---	12
Soft Red.....	8	229	82	6	8	24	357	3	81	29	---	1	7	121
Soft Red Winter.....	128	793	315	66	43	85	1,460	66	220	162	8	7	26	489
Soft White.....	---	---	---	1	---	---	1	---	---	---	---	---	---	---
Common White.....	---	---	---	1	---	---	1	---	---	---	---	---	---	---
Mixed Wheat.....	3	18	6	---	9	3	39	---	4	---	---	1	5	10
Total, all classes.....	263	1,007	432	118	74	113	2,007	66	220	163	8	9	37	508

MILWAUKEE, WIS.

Dark Northern Spring.....	1	2	2	---	---	---	5	1	---	---	---	---	---	1
Northern Spring.....	373	414	97	36	9	11	940	582	119	16	1	---	1	719
Red Spring.....	2	12	7	3	2	5	31	---	---	---	---	---	---	2
Hard Red Spring.....	376	428	106	39	11	16	976	584	120	16	1	---	1	722
Amber Durum.....	---	7	2	---	---	---	9	---	2	---	---	---	---	2
Durum.....	2	2	1	1	1	---	7	---	1	---	---	---	---	1
Common and Red Du- rum.....	2	9	3	1	1	---	16	---	3	---	---	---	---	3
Dark Hard Winter.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Hard Winter.....	---	5	13	3	4	---	25	1	6	3	---	---	---	10
Yellow Hard Winter.....	---	---	1	---	---	1	2	---	---	---	---	---	---	---
Hard Red Winter.....	---	6	14	3	4	1	28	1	6	3	---	---	---	10
Red Winter.....	---	6	42	4	48	9	109	3	1	37	44	14	---	99
Soft Red Winter.....	---	6	42	4	48	9	109	3	1	37	44	14	---	99

MILWAUKEE, WIS.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Hard White.....		1			1		2	1						1
Soft White.....	15	18	10	5			49		3	25	1			29
Common White.....	15	19	10	5	2		51	1	3	25	1			30
Mixed Wheat.....	8	60	64	19	34	6	191	7	32	71	2			112
Total, all classes.....	401	528	239	71	100	32	1,371	596	165	152	48	14	1	976

DENVER, COLO.

Dark Northern Spring.....	1	2	1				4							
Northern Spring.....	92	42	17	12	3	4	170	3	1		1			5
Red Spring.....	1				1		3							
Hard Red Spring.....	94	44	19	12	4	4	177	3	1		1			5
Amber Durum.....	1	1					2							
Durum.....	2	4	2	1			9							
Common and Red Du- rum.....	3	5	2	1			11							
Dard Hard Winter.....	1	13	22	3	2	1	42		4	7	1			12
Hard Winter.....	224	209	91	45	26	27	622	20	14	14	6		2	56
Yellow Hard Winter.....	11	5	1	1			18							
Hard Red Winter.....	236	227	114	49	28	28	682	20	18	21	7		2	68
Red Winter.....	1	1					2			3				3
Red Walla.....	1	1		1			3							
Soft Red Winter.....	2	2		1			5			3				3
Hard White.....	19	13	6			1	39							
Soft White.....	263	411	61	9	7	8	759	13	4	2	4			23
Common White.....	282	424	67	9	7	9	798	13	4	2	4			23
White Club.....	16	7	2	2			27		1					1
Mixed Wheat.....	253	151	44	25	8	9	490	22	9	1	1			33
Total, all classes.....	886	860	248	99	47	50	2,190	58	33	27	13		2	133

ST. JOSEPH, MO.

Northern Spring.....	13	3					16							
Red Spring.....	2	4	9	1			16							
Hard Red Spring.....	15	7	9	1			32							
Amber Durum.....		1	1				2							
Durum.....		3	5	1			9							
Red Durum.....		1					1							
Common and Red Du- rum.....		5	6	1			12							
Dark Hard Winter.....	13	74	45	12	10	2	106	14	13	7				34
Hard Winter.....	148	288	301	49	24	18	828	68	138	43				249
Yellow Hard Winter.....	3	9	28	1	3	5	49		4	24				28
Hard Red Winter.....	164	371	374	62	37	25	1,033	82	155	74				311
Red Winter.....	33	195	85	23	11	1	348	36	193	111	10			350
Red Walla.....		1					1							
Soft Red Winter.....	33	196	85	23	11	1	349	36	193	111	10			350

ST. JOSEPH, MO.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Hard White.....	7	13	7	2		1	30	2	1	1	1			5
Soft White.....	20	54	15	4	3	1	97							
Common White.....	27	67	22	6	3	2	127	2	1	1	1			5
White Club.....	2		2	2			6							
Mixed Wheat.....	13	21	15	3		2	54	1	27					28
Total, all classes.....	254	667	513	98	51	30	1,613	121	376	186	11			694

SPOKANE, WASH.

Dark Northern Spring.....	30	16	6	2		1	55	5	15	18	5	3	5	51
Northern Spring.....	20	3	2		3		28	62	20	15	16		7	120
Red Spring Humpback.....	1						1							
Hard Red Spring.....	51	19	8	2	3	1	84	67	35	33	21	3	12	171
Dark Hard Winter.....	1	2	19	9	1		32		4	7	2			13
Hard Winter.....	1	2	2	1			6	29	29	11	2			71
Hard Red Winter.....	2	4	21	10	1		38	29	33	18	4			84
Red Winter.....	1	3	10	5			19	1	1	7	10			19
Red Walla.....	4	16	16	1			37		3	37	11	1	1	54
Soft Red Winter.....	5	19	26	6			56	1	4	44	21	1	1	72
Hard White.....	18	61	146	107	37	17	386	29	61	218	155	55	49	567
Soft White.....	6	28	38	20	2	1	95	3	24	77	30	3	3	140
Common White.....	24	89	184	127	39	18	481	32	85	295	185	58	52	707
White Club.....	5	23	7				35	16	38	28	12	5	15	114
Mixed Wheat.....	3	24	16	5	1		49	38	80	71	11	3	3	206
Total, all classes.....	90	178	262	150	44	19	743	183	275	489	254	70	83	1,354

ENID, OKLA.

Dark Hard Winter.....	24	131	13	7	2	1	178	124	345	6			1	476
Hard Winter.....	84	387	73	13	4	20	581	240	298	15	10	4	7	574
Hard Red Winter.....	108	518	86	20	6	21	759	364	643	21	10	4	8	1,050
Red Winter.....	16	58	5				79	6	20					26
Soft Red Winter.....	16	58	5				79	6	20					26
Mixed Wheat.....	11	94	12	2		6	125	23	32	1				56
Total, all classes.....	135	670	103	22	6	27	963	393	695	22	10	4	8	1,132

PORTLAND, OREG.

Dark Northern Spring.....	11	5	10	5	2	2	35		1	1				2
Northern Spring.....	43	9	6	6		3	67							
Red Spring.....	20	1		2		4	27						2	2
Hard Red Spring.....	74	15	16	13	2	9	129		1	1			2	4
Dark Hard Winter.....	4	22	29	10		1	66	2	12	2		1		17
Hard Winter.....	16	5	1	3	2	1	28							
Yellow Hard Winter.....	2			2		1	7							
Hard Red Winter.....	22	29	30	15	2	3	101	2	12	2		1		17

PORTLAND, OREG.—Continued.

Subclasses and classes.	In terms of carloads.														
	Receipts by grade.							Shipments by grade.							
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	
Red Walla.....	19	42	77	21	2	1	162	-----	-----	-----	1	-----	-----	1	
Soft Red.....	1	-----	1	-----	-----	-----	2	-----	-----	-----	-----	-----	-----	-----	
Soft Red Winter.....	20	42	78	21	2	1	164	-----	-----	-----	1	-----	-----	1	
Hard White.....	13	77	144	137	62	32	465	3	9	9	4	-----	-----	25	
Soft White.....	23	117	164	42	6	67	419	-----	6	1	-----	-----	-----	7	
Common White.....	36	194	308	179	68	99	884	3	15	10	4	-----	-----	32	
White Club.....	55	155	120	82	21	11	444	-----	3	1	-----	-----	-----	4	
Mixed Wheat.....	57	82	40	29	5	4	217	2	-----	-----	1	-----	-----	3	
Total, all classes.....	264	517	592	339	100	127	1,939	7	31	14	6	1	2	61	

HUTCHINSON, KANS.

Northern Spring.....	1	1					2							
Hard Red Spring.....	1	1					2							
Dark Hard Winter.....	17	509	295	177	50	4	1,052	1	4	2	2			9
Hard Winter.....	21	269	65	24	4	10	585	3	4	2	4		1	14
Yellow Hard Winter.....	2						3							
Hard Red Winter.....	232	778	360	201	54	14	1,640	4	8	4	6		1	23
Red Winter.....	55	97	13	1	2		168							
Soft Red Winter.....	55	97	13	1	2		168							
Soft White.....	6	19		1			26							
Common White.....	6	19		1			26							
Mixed Wheat.....	11	62	5			1	79		1	5				4
Total, all classes.....	306	957	378	203	56	15	1,915	4	9	7	6		1	27

BUFFALO, N. Y.

Dark Northern Spring.....	9	1		1		2	13	72	88	2			5	167
Northern Spring.....	1	1	34		3	85	124	12	36	67	1		28	144
Red Spring.....						1	1							
Hard Red Spring.....	10	2	34	1	3	88	138	84	124	69	1		33	311
Amber Durum.....					1	2	3		2	2				4
Common and Red Du- rum.....					1	2	3		2	2				4
Hard Winter.....		2					2							
Yellow Hard Winter.....				3		3	6							
Hard Red Winter.....		2		3		3	8							
Red Winter.....	23	188	437	67	167	70	952	1	20	23	1	4	9	59
Soft Red.....			1				1			1				1
Soft Red Winter.....	23	188	438	67	167	70	953	1	20	24	1	4	9	59
Soft White.....		18	33	7	46	10	114							
Common White.....		18	33	7	46	10	114							
Mixed Wheat.....	4	42	95	2	82	43	268		2	1			10	13
Total, all classes.....	37	252	600	80	299	216	1,484	85	148	96	2	4	52	387

TOLEDO, OHIO.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.
Dark Northern Spring	44	2	1				47	49	1					50
Northern Spring	27	46	5	4		1	83	15						15
Red Spring	1			2			3							
Hard Red Spring	72	48	6	6		1	133	64	1					65
Amber Durum		27					27		5					5
Common and Red Durum		27					27		5					5
Red Winter	31	359	467	30	83	43	1,013	6	112	59	4	2	8	191
Soft Red		2					2							
Soft Red Winter	31	361	467	30	83	43	1,015	6	112	59	4	2	8	191
Soft White	1	62	45	32	6	2	148		4	3	3			10
Common White	1	62	45	32	6	2	148		4	3	3			10
Mixed Wheat	24	76	78	10	20	5	213		21	11				32
Total, all classes	128	574	596	78	109	51	1,536	70	143	73	7	2	8	303

ST. PAUL, MINN.

Dark Northern Spring	267	126	81	30	2	11	517	36	26	19	6		2	89
Northern Spring	259	159	88	57	6	20	589	28	25	13	4	1	6	77
Red Spring	3	8	10	11	1	1	34		1			1		2
Red Spring Humpback	1		1	2			4						1	1
Hard Red Spring	530	293	180	100	9	32	1,144	64	52	32	10	2	9	169
Amber Durum	3	43	25	16	7	3	97	1	4	3	2	1		11
Durum		7	3	5	2	3	20					3		3
Red Durum	3	1		1			5							
Common and Red Durum	6	51	28	22	9	6	122	1	4	3	2	4		14
Dark Hard Winter			1	1			2							
Hard Winter	1	8	6	10	1	1	27			1	1			2
Yellow Hard Winter		1					1							
Hard Red Winter	1	9	7	11	1	1	30			1	1			2
Red Winter	2	1	1				4		1					1
Soft Red Winter	2	1	1				4		1					1
White Club	1						1							
Mixed Wheat	29	64	58	34	7	9	201	4	4	6		1	2	17
Total, all classes	569	418	274	167	26	48	1,502	69	61	42	13	7	11	203

SOUTH VALLEJO, CAL.

Dark Northern Spring	1	1					2							
Northern Spring	10	5	6	5			26							
Red Spring	1	2					3							
Hard Red Spring	12	8	6	5			31							
Durum	8	5					13							
Common and Red Durum	8	5					13							

SOUTH VALLEJO, CAL.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Dark Hard Winter.....		15	16	3			34							
Hard Winter.....	2	51	26	5	5	4	93							
Yellow Hard Winter.....			1	2		1	4							
Hard Red Winter.....	2	66	43	10	5	5	131							
Hard White.....	155	70	67	35	8	97	432							
Soft White.....	21	22	5	1		242	291							
Common White.....	176	92	72	36	8	339	723							
White Club.....	248	179	105	70			605							
Mixed Wheat.....	68	23	7	7	1	81	187							
Total, all classes.....	514	373	236	128	14	425	1,690							

CINCINNATI, OHIO.

Red Winter.....	33	162	515	57	135	53	955	7	11	142	410	24	79	33	699
Soft Red.....		2	3				7			1	2	2	1		6
Soft Red Winter.....	33	164	517	60	135	53	962		11	143	412	26	80	33	705
Soft White.....			1				1								
Common White.....			1				1								
Mixed Wheat.....		1	3		2		6						1		1
Total, all classes.....	33	165	521	60	137	53	969		11	143	412	26	81	33	706

LOUISVILLE, KY.

Dark Northern Spring.....				1			1								
Northern Spring.....	1						1								
Hard Red Spring.....	1			1			2								
Hard Winter.....		1	3				4								
Hard Red Winter.....		1	3				4								
Red Winter.....	51	513	375	126	98	31	1,194								
Soft Red.....	3	59	24	10	4	12	112		4	1					5
Soft Red Winter.....	54	572	399	136	102	43	1,306		4	1					5
Hard White.....	1	11	26	17	5	1	61								
Soft White.....	29	42	41	16	4	7	139								
Common White.....	30	53	67	33	9	8	200								
Mixed Wheat.....	4	15	8	5	4	2	38								
Total, all classes.....	89	642	477	175	115	53	1,551		4	1					5

TOPEKA, KANS.

Dark Northern Spring.....	6						6								
Northern Spring.....	28	7	3			1	39								
Hard Red Spring.....	34	7	3			1	45								
Amber Durum.....	2	2					4								
Durum.....		2					2								
Red Durum.....		2					2								
Common and Red Du- rum.....	2	6					8								

TOPEKA, KANS.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Hard Winter.....	184	200	99	8	4	2	587							
Hard Winter.....	117	144	48	23	9	3	344							
Yellow Hard Winter.....	2	2	1	3	1		9							
Hard Red Winter.....	303	436	148	34	14	5	940							
Red Winter.....	74	110	34	2			220							
Soft Red.....		1					1							
Soft Red Winter.....	74	111	34	2			221							
Hard White.....		1					1							
Soft White.....	11	24	7	1	2		45							
Common White.....	11	25	7	1	2		46							
Mixed Wheat.....	54	143	14	5	2	4	222							
Total, all classes.....	478	728	206	42	18	10	1,482							

WELLINGTON, KANS.

Dark Hard Winter.....	39	256	104	27	7	1	434	1						1
Hard Winter.....	93	260	37	5	3	1	399							
Hard Red Winter.....	132	516	141	32	10	2	833	1						1
Red Winter.....		2					2							
Soft Red Winter.....		2					2							
Hard White.....			2	1			3							
Soft White.....	1	4	1	3			9							
Common White.....	1	4	3	4			12							
Mixed Wheat.....	117	399	46	4	6	4	576							
Total, all classes.....	250	921	190	40	16	6	1,423	1						1

SALT LAKE CITY, UTAH.

Dark Northern Spring.....	1	2	10	8		3	24			2				2
Northern Spring.....	6	27	32	21		7	93		2	3	2		1	8
Hard Red Spring.....	7	29	42	29		10	117		2	5	2		1	10
Dark Hard Winter.....	2	45	41	8	2	2	100		2					2
Hard Winter.....	2	69	88	32	9	9	209		12	5	3	3		23
Yellow Hard Winter.....			2			4	6							
Hard Red Winter.....	4	114	131	40	11	15	315		14	5	3	3		25
Red Winter.....			3	2			5							
Soft Red Winter.....			3	2			5							
Hard White.....	7	31	8	2			48		1	6				7
Soft White.....	28	99	50	6	6	4	193		6					6
Common White.....	35	130	88	8	6	4	241		7	6				13
White Club.....	2	2	3		5	1	13		1	1				2
Mixed Wheat.....	59	238	148	51	30	18	544	30	25	23	3	4	4	94
Total, all classes.....	107	513	585	130	52	48	1,235	30	49	45	8	7	5	144

LOS ANGELES, CAL.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Northern Spring.....	2	6	7				13							
Red Spring.....	2				1		3							
Hard Red Spring.....	4	6	7		1		18							
Durum.....	4	2					6							
Common and Red Du- rum.....	4	2					6							
Dark Hard Winter.....	2	22	19	6	1		50							
Hard Winter.....	35	44	8	2	5	3	97							
Hard Red Winter.....	37	66	27	8	6	3	147							
Soft Red.....				1			1							
Soft Red Winter.....				1			1							
Hard White.....	292	191	33	17	58	4	595							
Soft White.....	31	52	24	1	2	2	112							
Common White.....	323	243	57	18	60	6	707							
White Club.....	272	8	1			9	290							
Mixed Wheat.....	57	41	10	2		3	113							
Total, all classes.....	697	366	102	29	67	21	1,282							

NASHVILLE, TENN.

Northern Spring.....		1					1							
Red Spring.....		2	1				3							
Hard Red Spring.....		3	1				4							
Durum.....	1						1							
Common and Red Du- rum.....	1						1							
Hard Winter.....		3					3							
Hard Red Winter.....		3					3							
Red Winter.....	15	167	273	41	38	18	552	2	41	35	5		16	99
Red Walla.....		1					1							
Soft Red.....	4	89	108	20	12	11	244	1	7	19		4	1	32
Soft Red Winter.....	19	257	381	61	50	29	797	3	48	54	5	4	17	131
Hard White.....	27	33	41	22	8	5	136							
Soft White.....	17	72	24	3	2		118							
Common White.....	44	105	65	25	10	5	254							
White Club.....	2	2	2	2			8							
Mixed Wheat.....	12	19	14	4		1	50							
Total, all classes.....	78	389	463	92	60	35	1,117	3	48	54	5	4	17	131

COFFEYVILLE, KANS.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Hard Winter.....	35	58	11	3	1	---	108	---	---	---	---	---	---	---
Hard Winter.....	17	81	9	18	3	---	128	3	4	---	2	---	---	9
Hard Red Winter.....	52	139	20	21	4	---	236	3	4	---	2	---	---	9
Red Winter.....	282	405	59	11	3	4	764	130	46	---	---	1	---	177
Soft Red Winter.....	282	405	59	11	3	4	764	130	46	---	---	1	---	177
Mixed Wheat.....	---	5	---	1	---	1	7	---	---	---	---	---	---	---
Total, all classes.....	334	549	79	33	7	5	1,007	133	50	---	2	1	---	186

SALINA, KANS.

Northern Spring.....	7	---	---	---	---	---	7	---	---	---	---	---	---	---
Red Spring.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Hard Red Spring.....	7	1	---	---	---	---	8	---	---	---	---	---	---	---
Amber Durum.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Red Durum.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Common and Red Du- rum.....	---	2	---	---	---	---	2	---	---	---	---	---	---	---
Dark Hard Winter.....	35	131	91	51	23	3	334	---	---	---	---	---	---	---
Hard Winter.....	197	223	94	13	4	4	535	---	---	---	---	---	---	---
Hard Red Winter.....	232	354	185	64	27	7	869	---	---	---	---	---	---	---
Red Winter.....	48	28	9	---	---	---	85	---	---	---	---	---	---	---
Soft Red.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Soft Red Winter.....	48	28	10	---	---	---	86	---	---	---	---	---	---	---
Hard White.....	3	14	8	3	1	---	29	---	---	---	---	---	---	---
Soft White.....	21	43	5	7	---	1	77	---	---	---	---	---	---	---
Common White.....	24	57	13	10	1	1	103	---	---	---	---	---	---	---
White Cl b.....	---	---	4	1	1	---	6	---	---	---	---	---	---	---
Mixed Wheat.....	6	60	39	7	---	---	112	---	---	---	---	---	---	---
Total, all classes.....	317	502	251	82	29	8	1,189	---	---	---	---	---	---	---

ALTON, ILL.

Dark Northern Spring.....	56	32	16	3	1	1	101	---	---	---	---	---	---	---
Northern spring.....	54	38	22	14	3	1	132	---	---	---	---	---	---	---
Hard Red Spring.....	110	70	38	17	4	2	241	---	---	---	---	---	---	---
Amber Durum.....	1	---	2	1	---	1	5	---	---	---	---	---	---	---
Durum.....	4	14	---	---	1	---	19	---	---	---	---	---	---	---
Red Durum.....	1	---	---	---	---	---	1	---	---	---	---	---	---	---
Common and Red Du- rum.....	6	14	2	1	1	1	25	---	---	---	---	---	---	---
Dark Hard Winter.....	5	3	5	1	1	1	16	---	---	---	---	---	---	---
Hard Winter.....	7	18	18	2	1	2	48	---	---	---	---	---	---	---
Yellow Hard Winter.....	5	1	1	---	---	---	7	---	---	---	---	---	---	---
Hard Red Winter.....	17	22	24	3	2	3	71	---	---	---	---	---	---	---

ALTON, ILL.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Red Winter.....	72	450	169	26	4	7	728	---	18	3	---	---	---	21
Red Walla.....	---	2	---	---	---	---	2	---	---	---	---	---	---	---
Soft Red.....	7	29	16	---	---	---	52	---	---	---	---	---	---	---
Soft Red Winter.....	79	481	185	26	4	7	782	---	18	3	---	---	---	21
Hard White.....	---	1	2	2	1	---	6	---	---	---	---	---	---	---
Soft White.....	---	1	---	---	---	---	1	---	---	---	---	---	---	---
Common White.....	---	2	2	2	1	---	7	---	---	---	---	---	---	---
White lub.....	1	1	1	---	---	---	3	---	---	---	---	---	---	---
Mixed Wheat.....	1	9	4	2	2	2	20	---	3	2	---	---	---	5
Total, all classes.....	214	599	256	51	14	15	1,149	---	21	5	---	---	---	26

NEW ULM, MINN.

Dark Northern Spring.....	6	7	---	---	---	---	13	---	---	---	---	---	---	---
Northern Spring.....	217	343	148	122	101	84	1,015	---	---	10	---	---	---	10
Red Spring.....	---	2	1	---	---	---	3	---	---	---	---	---	---	---
Hard Red Spring.....	223	352	149	122	101	84	1,031	---	---	10	---	---	---	10
Amber Durum.....	3	4	1	---	1	---	9	---	---	---	---	---	---	---
Durum.....	3	38	10	14	7	1	73	---	---	---	---	---	---	---
Red Durum.....	---	2	---	---	---	---	2	---	---	---	---	---	---	---
Common and Red Du- rum.....	6	44	11	14	8	1	84	---	---	---	---	---	---	---
Mixed Wheat.....	---	2	3	---	---	---	5	---	---	---	---	---	---	---
Total, all classes.....	229	398	163	136	109	85	1,120	---	---	10	---	---	---	10

WINFIELD, KANS.

Dark Hard Winter.....	36	169	81	22	5	3	216	---	---	---	---	---	---	---
Hard Winter.....	45	196	52	10	2	5	310	---	---	---	---	---	---	---
Yellow Hard Winter.....	2	1	1	---	---	1	5	---	---	---	---	---	---	---
Hard Red Winter.....	83	366	134	32	7	9	631	---	---	---	---	---	---	---
Red Winter.....	21	263	76	4	4	5	373	8	22	3	---	---	---	33
Soft Red Winter.....	21	263	76	4	4	5	373	8	22	3	---	---	---	33
Mixed Wheat.....	4	20	1	---	---	---	25	---	---	---	---	---	---	---
Total, all classes.....	108	649	211	36	11	14	1,029	8	22	3	---	---	---	33

INDIANAPOLIS, IND.

Northern Spring.....	11	1	---	3	---	2	17	---	---	---	---	---	---	---
Hard Red Spring.....	11	1	---	3	---	2	17	---	---	---	---	---	---	---
Hard Winter.....	6	4	4	---	1	1	16	---	1	---	---	---	---	1
Yellow Hard Winter.....	---	---	---	---	1	---	1	---	---	---	---	---	---	---
Hard Red Winter.....	6	4	4	---	2	1	17	---	1	---	---	---	---	1

SAN FRANCISCO, CAL.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring	1		1	1	1		4							
Northern Spring	3		3	1			7							
Hard Red Spring	4		4	2	1		11							
Dark Hard Winter		9	8	1			18	1						1
Hard Winter		11	6	4	2	11	34	1						1
Yellow Hard Winter						1	1							
Hard Red Winter		20	14	5	2	12	53	2						2
Soft Red			1				1							
Soft Red Winter			1				1							
Hard White	81	64	40	21	15	7	228							
Soft White	13	18	29	7	4	94	165							
Common White	94	82	69	28	19	101	393							
White Club	104	93	31	23			251							
Mixed Wheat	24	18	6	6	4	1	59							
Total, all classes	226	213	125	64	26	114	768	2						2

ABILENE, KANS.

Northern Spring	1						1							
Red Spring	1						1							
Hard Red Spring	2						2							
Durum	1						1							
Common and Red Du- rum	1						1							
Dark Hard Winter	12	30	23	24	6	3	98							
Hard Winter	67	285	86	16	16	25	495							
Hard Red Winter	79	315	109	40	22	28	593							
Red Winter	5	16	5	2			28							
Soft Red Winter	5	16	5	2			28							
Hard White	6						6							
Common White	6						6							
White Club	3	4		1			8							
Mixed Wheat	10	88	17	4	1	11	131							
Total, all classes	106	423	131	47	23	39	769							

MARSHALL, MINN.

Dark Northern Spring	31	21	6				58							
Northern Spring	221	243	61	29	11	3	568							
Red Spring			1				1							
Hard Red Spring	252	264	68	29	11	3	627							
Amber Durum	6	21	8	3	3	3	44							
Durum	2	1	3	4	3	2	15							
Red Durum	1						1							
Common and Red Du- rum	9	22	11	7	6	5	60							

MARSHALL, MINN.—Continued.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Red Winter.....			3	5			8				2			2
Soft Red Winter.....			3	5			8				2			2
Hard White.....		2			1	3	6							
Soft White.....				1		3	4							
Common White.....		2		1	1	6	10							
White C.ub.....						1	1							
Mixed Wheat.....	14	15	10	9			48		2	3	1			6
Total, all classes.....	275	303	92	51	18	15	754		2	3	3			8

LA CROSSE, WIS.

Dark Northern Spring.....	22	1					23							
Northern Spring.....	524	116	6	7		1	634							
Red Spring Humpback.....	1						1							
Hard Red Spring.....	547	117	6	7		1	678							
Red Winter.....	5	55	2				62							
Soft Red Winter.....	5	55	2				62							
Mixed Wheat.....	1	5				1	7							
Total, all classes.....	553	177	8	7		2	747							

DETROIT, MICH.

Dark Northern Spring.....	7	5		1			13	5	1					6
Northern Spring.....	7	22	4	1			34							
Hard Red Spring.....	14	27	4	2			47	5	1					6
Durum.....				1			1							
Common and Red Du- rum.....				1			1							
Hard Winter.....	5	16	2				23							
Yellow Hard Winter.....	1						1							
Hard Red Winter.....	6	16	2				24							
Red Winter.....	10	52	167	24	60	7	320	2	12	25	2	1		42
Soft Red.....		2	5	3	3		13							
Soft Red Winter.....	10	54	172	27	63	7	333	2	12	25	2	1		42
Soft White.....		5	45	9	20	3	82		3	11				14
Common White.....		5	45	9	20	3	82		3	11				14
Mixed Wheat.....	1	11	69	19	42	8	150		1	10		1		12
Total, all classes.....	31	113	292	58	125	18	637	7	17	46	2	2		74

EVANSVILLE, IND.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Red Spring.....			1				1							
Hard Red Spring.....			1				1							
Red Winter.....	6	215	183	12	5	7	428		17	9	1			27
Red Walla.....		1	2				3							
Soft Red.....	1	58	118	7	7	14	205							
Soft Red Winter.....	7	274	303	19	12	21	636		17	9	1			27
Hard White.....			1				1							
Soft White.....	5	13	5	2			25							
Common White.....	5	13	6	2			26							
White Club.....		1					1							
Mixed Wheat.....	1	7	8				16			1				1
Total, all classes.....	13	295	318	21	12	21	680		17	10	1			28

SIOUX CITY, IOWA.

Northern Spring.....	442	165	6			1	614	5		1				6
Red Spring Humpback.....			1				1							
Hard Red Spring.....	442	165	7			1	615	5		1				6
Amber Durum.....				1			1							
Durum.....	5	4	1				10							
Common and Red Du- rum.....	5	4	1	1			11							
Hard Winter.....	2	12	3			1	18							
Yellow Hard Winter.....		2					2							
Hard Red Winter.....	2	14	3			1	20							
Red Winter.....	3						3							
Soft Red Winter.....	3						3							
Soft White.....	5		1				6							
Common White.....	5		1				6							
Mixed Wheat.....	10	6					16							
Total, all classes.....	467	189	12	1		2	671	5		1				6

LAWRENCE, KANS.

Durum.....	1						1							
Common and Red Du- rum.....	1						1							
Dark Hard Winter.....	21	82	47	11		9	170							
Hard Winter.....	36	65	34	13		3	155							
Yellow Hard Winter.....	3		1				4							
Hard Red Winter.....	60	147	82	24	3	13	329							
Red Winter.....	177	112	22	3		1	315							
Red Walla.....					1	1	2							
Soft Red Winter.....	177	112	22	3	1	2	317							
Soft White.....	4		1	1			6							
Common White.....	4		1	1			6							
Mixed Wheat.....	9	7	6	1		1	24							
Total, all classes.....	251	266	111	29	4	16	677							

ATCHISON, KANS.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.
Red Spring	3	1					4							
Hard Red Spring	3	1					4							
Durum	4						4							
Red Durum										2				2
Common and Red Durum	4						4			2				2
Dark Hard Winter	4	5	8	9	2		28	1	4					5
Hard Winter	60	78	37	16	11	5	207	8	11	14	1			34
Yellow Hard Winter	1	1	2				4							
Hard Red Winter	65	84	47	25	13	5	239	9	15	14	1			39
Red Winter	28	103	41	1	1	2	176	3	37					40
Soft Red		3					4		18	3				21
Soft Red Winter	28	106	41	1	1	3	180	3	55	3				61
Hard White	2		1				3							
Soft White		1	1	1	2	5	10							
Common White	2	1	2	1	2	5	13							
Mixed Wheat	4	18	4				26		14	2				16
Total, all classes	106	210	94	27	16	13	466	12	84	21	1			118

WINONA, MINN.

Dark Northern Spring	45	31	14	3	2		95							
Northern Spring	212	126	37	27	7	12	421							
Red Spring			3	1	2		6							
Hard Red Spring	257	157	54	31	11	12	522							
Amber Durum		2	2			2	6							
Durum			1				1							
Common and Red Durum		2	3			2	7							
Hard Winter	2	5	1				8							
Yellow Hard Winter		1					1							
Hard Red Winter	2	6	1				9							
Red Winter	6	5	2				13							
Soft Red Winter	6	5	2				13							
Mixed Wheat	1	15	1			1	18							
Total, all classes	266	185	61	31	11	15	569							

COLUMBUS, OHIO.

Red Winter	24	222	133	12	7	7	405	15	109	28			2	154
Soft Red Winter	24	222	133	12	7	7	405	15	109	28			2	154
Total, all classes	24	222	133	12	7	7	405	15	109	28			2	154

FT. WORTH, TEXAS.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Amber Durum.....		1					1							
Common and Red Du- rum.....		1					1							
Dark Hard Winter.....	3	15	37	8	2		65		11	1	1			13
Hard Winter.....	3	12	16	12	4	4	51		4	3			1	8
Hard Red Winter.....	6	27	53	20	6	4	116		15	4	1		1	21
Red Winter.....	5	52	78	13	9	6	163		2	13	2			17
Soft Red Winter.....	5	52	78	13	9	6	163		2	13	2			17
Mixed Wheat.....	11	113	60	3		4	191	2	10	1				13
Total, all classes.....	22	193	191	36	15	14	471	2	27		3		1	51

STOCKTON, CAL.

Dark Northern Spring.....	2			1			3							
Northern Spring.....	6	3					9							
Hard Red Spring.....	8	3		1			12							
Dark Hard Winter.....	1	3	5	1		1	11							
Hard Winter.....		20	14	5	2		41							
Hard Red Winter.....	1	23	19	6	2	1	52							
Red Winter.....		1		1			2							
Red Walla.....	1		1				2							
Soft Red Winter.....	1	1	1	1			4							
Hard White.....	190	45	28	14		1	278							
Soft White.....	16	12	3				31							
Common White.....	206	57	31	14		1	309							
White Club.....	77	8	7	5		4	101							
Mixed Wheat.....	12		9	4		1	32							
Total, all classes.....	305	98	77	31	2	7	510							

WICHITA FALLS, TEXAS.

Dark Northern Spring.....	2	1					3	1						1
Northern Spring.....	11	2					13							
Red Spring.....	1	4	1				6							
Hard Red Spring.....	14	7	1				22	1						1
Dark Hard Winter.....	15	38	45	5	2		105		4					4
Hard Winter.....	13	15	7	7			42							
Hard Red Winter.....	28	53	52	12	2		147		4					4
Red Winter.....		21	6	1			28		6					6
Red Walla.....		2					2							
Soft Red Winter.....		23	6	1			30		6					6
Hard White.....					3		3							
Soft White.....		2			1		3							
Common White.....		2			4		6							
Mixed Wheat.....	11	156	58	14	2	1	242	10	31	3	1			45
Total, all classes.....	53	241	117	27	6	3	447	11	41	3	1			56

LEAVENWORTH, KANS.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring.....		1					1							
Northern Spring.....	4						4							
Hard Red Spring.....	4	1					5							
Red Durum.....			1				1			1			1	2
Common and Red Du- rum.....			1				1			1			1	2
Dark Hard Winter.....	3	2	7	10	6	9	37	1			1	1		3
Hard Winter.....	17	41	42	7	13	6	126	2	1					3
Yellow Hard Winter.....		1	5				6	1						1
Hard Red Winter.....	20	44	54	17	19	15	169	4	1		1	1		7
Red Winter.....	46	92	27	6	8	2	181	10	65	5		1		81
Soft Red.....	2						2	1	1					2
Soft Red Winter.....	48	92	27	6	8	2	183	11	66	5		1		83
Hard White.....			1	2			3							
Soft White.....	5	1	8				14							
Common White.....	5	1	9	2			17							
Mixed Wheat.....	1	7	3	2		1	14	6	8		1	1		16
Total, all classes.....	78	145	94	27	27	18	389	21	75	6	2	3	1	108

FOSTORIA, OHIO.

Northern Spring.....	1						1							
Hard Red Spring.....	1						1							
Red Winter.....	20	136	149	21	23	6	355							
Soft Red Winter.....	20	136	149	21	23	6	355							
Hard White.....		6	7	3			16							
Soft White.....			3	2			5							
Common White.....		6	10	5			21							
Mixed Wheat.....		31	65	6	10	1	113							
Total, all classes.....	21	173	224	32	33	7	490							

GALVESTON, TEXAS.

Dark Northern Spring.....		4	13	4			21							
Northern Spring.....	1	7	6	2			16							
Hard Red Spring.....	1	11	19	6			37							
Amber Durum.....			1	1			2							
Durum.....		1	1				2							
Common and Red Du- rum.....		1	2	1			4							
Dark Hard Winter.....		40	79	32	4		155							
Hard Winter.....	1	62	30	25	6	9	133							
Hard Red Winter.....	1	102	109	57	10	9	288							
Red Winter.....	4	21	4	2	17	1	49							
Soft Red Winter.....	4	21	4	2	17	1	49							
Mixed Wheat.....	4	45	21	15	4	9	98							
Total, all classes.....	10	180	155	81	31	19	476							

SLEEPY EYE, MINN.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring.....	40	27	13	4			84							
Northern Spring.....	59	73	44	49	52	20	297							
Hard Red Spring.....	99	100	57	53	52	20	381							
Amber Durum.....		4	3				7							
Durum.....		6	3	1	2		12							
Common and Red Du- rum.....		10	6	1	2		19							
Hard Winter.....			1				1							
Hard Red Winter.....			1				1							
Mixed Wheat.....	3	14	13	7	5	4	46							
Total, all classes.....	102	124	77	61	59	24	447							

LINCOLN, NEBR.

Dark Northern Spring.....	2		1				3							
Northern Spring.....		1	1				2							
Red Spring.....	1	3					4							
Hard Red Spring.....	3	4	2				9							
Red Durum.....		2					2							
Common and Red Du- rum.....		2					2							
Dark Hard Winter.....		13	22	12		5	52		1	1				2
Hard Winter.....	38	99	69	31	13	6	256		5	4		3		12
Yellow Hard Winter.....	1	12	15	1	1	3	33							
Hard Red Winter.....	39	124	106	44	14	14	341		6	5		3		14
Red Winter.....		1					1							
Soft Red.....		1					1							
Soft Red Winter.....		2					2							
Hard White.....		3	1				4							
Common White.....		3	1				4							
Mixed Wheat.....	17	31	3	2			53	2	12	1			2	17
Total, all classes.....	59	166	112	46	14	14	411	2	18	6		3	2	31

DALLAS, TEXAS.

Northern Spring.....	1						1							
Hard Red Spring.....	1						1							
Amber Durum.....	1						1							
Common and Red Du- rum.....	1						1							
Dark Hard Winter.....	1	16	18	6	1	3	45							
Hard Winter.....	19	33	9	1	4	7	73							
Hard Red Winter.....	20	49	27	7	5	10	118							
Red Winter.....	42	141	55	5	1	2	246							
Soft Red Winter.....	42	141	55	5	1	2	246							

DALLAS, TEXAS.—Continued.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	Total.
Hard White.....		1	1				2							
Soft White.....			7				7							
Common White.....		1	8				9							
White Club.....		1					1							
Mixed Wheat.....	14	26	17	2	4	2	65							
Total, all classes.....	78	218	107	14	10	14	441							

MANKATO, MINN.

Dark Northern Spring.....	56	73	14	1			144							
Northern Spring.....	92	76	34	20	7	6	235							
Hard Red Spring.....	148	149	48	21	7	6	379							
Amber Durum.....		8	3	4	1		16							
Durum.....				1			1							
Common and Red Durum.....		8	3	5	1		17							
Hard Winter.....		6	1	1			8							
Hard Red Winter.....		6	1	1			8							
Red Winter.....		3					3							
Soft Red Winter.....		3					3							
Mixed Wheat.....	3	8	10	2		1	24							
Total, all classes.....	151	174	62	29	8	7	431							

CLEVELAND, OHIO.

Dark Northern Spring.....	5						5							
Hard Red Spring.....	5						5							
Amber Durum.....								3						3
Common and Red Durum.....								3						3
Red Winter.....	15	149	160	2	12	6	344	2	14	16		2	1	35
Soft Red Winter.....	15	149	160	2	12	6	344	2	14	16		2	1	35
Hard White.....			1				1							
Soft White.....	1		1				2							
Common White.....	1		2				3							
Mixed Wheat.....		2			2		4		2					2
Total, all classes.....	21	151	162	2	14	6	356	5	16	16		2	1	40

CLAY CENTER, KANS.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring.....	1		1				2							
Northern Spring.....	1						1							
Red Spring.....		2	5		1		8							
Hard Red Spring.....	2	2	6		1		11							
Amber Durum.....		3	1				4							
Durum.....		5					5							
Common and Red Du- rum.....		8	1				9							
Dark Hard Winter.....	2	5	1				8							
Hard Winter.....	28	85	74	15	6	6	214		1					1
Yellow Hard Winter.....	3			2			5							
Hard Red Winter.....	33	90	75	17	6	6	227		1					1
Red Winter.....	5	13	12	2		1	33							
Soft Red Winter.....	5	13	12	2		1	33							
Soft White.....	7	1		1			9							
Common White.....	7	1		1			9							
Mixed Wheat.....	6	20	10	1		3	40		1					1
Total, all classes.....	53	134	104	21	7	10	329		2					2

PORT COSTA, CAL.

Durum.....		1					1							
Common and Red Du- rum.....		1					1							
Hard White.....	38	117	8				163	2						2
Soft White.....						125	125							
Common White.....	38	117	8			125	288	2						2
White Club.....	11	1					12							
Mixed Wheat.....			3				3							
Total, all classes.....	49	119	11			125	304	2						2

MANSFIELD, OHIO.

Red Winter.....	30	83	65	4	8	1	191	9	61	10	1			81
Soft Red Winter.....	30	83	65	4	8	1	191	9	61	10	1			81
Mixed Wheat.....	2	2					4	1	1	1				3
Total, all classes.....	32	85	65	4	8	1	195	10	62	11	1			84

NEW PRAGUE, MINN.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring.....	23	15	3	5	2	1	49		1					1
Northern Spring.....	43	54	38	23	1	3	162	1	2					3
Hard Red Spring.....	66	69	41	28	3	4	211	1	3					4
Amber Durum.....	1	2			1		4		1		1			2
Durum.....					1		1							
Common and Red Du- rum.....	1	2			2		5		1		1			2
Hard White.....		4	2				6							
Soft White.....			1				1							
Common White.....		4	3				7							
Mixed Wheat.....	14	15	12	5			46							
Total, all classes.....	81	90	56	33	5	4	269	1	4		1			6

ST. CLOUD, MINN.

Dark Northern Spring.....	57	2					59							
Northern Spring.....	131	35	7				173	4						4
Red Spring.....	1	3					4							
Hard Red Spring.....	139	40	7				236	4						4
Amber Durum.....		1					1							
Common and Red Du- rum.....		1					1							
Mixed Wheat.....		3	1				4							
Total, all classes.....	139	44	8				241	4						4

TERRE HAUTE, IND.

Northern Spring.....	4	2		1		1	8							
Hard Red Spring.....	4	2		1		1	8							
Hard Winter.....		1					1							
Hard Red Winter.....		1					1							
Red Winter.....	1	53	76	14	4	4	152		15	1	1			17
Soft Red.....		44	12		2		58							
Soft Red Winter.....	1	97	88	14	6	4	210		15	1	1			17
Soft White.....	2	2					4							
Common White.....	2	2					4							
Mixed Wheat.....		3					3							
Total, all classes.....	7	105	88	15	6	5	226		15	1	1			17

SIKESTON, MO.

Red Winter.....		16	100	15	7		138		32	20	2	2		56
Soft Red.....		3	18	5	3		29							
Soft Red Winter.....		19	118	20	10		167		36	35	2	2		75
Total, all classes.....		19	118	20	10		167		36	35	2	2		75

FREMONT, NEBR.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Northern Spring.....	2	12	11	2	2	1	30		1			1		2
Red Spring.....				1			1			1				1
Red Spring Humpback.....		1					1							
Hard Red Spring.....	2	13	11	3	2	1	32		1	1		1		3
Durum.....		3	2	1			6							
Common and Red Du- rum.....		3	2	1			6							
Dark Hard Winter.....		1	1	1			3							
Hard Winter.....	8	72	63	14	13	3	173		8	6	1			15
Hard Red Winter.....	8	73	64	15	13	3	176		8	6	1			15
Mixed Wheat.....	1					6	7							
Total, all classes.....	11	89	77	19	15	10	221		9	7	1	1		18

TROY, OHIO.

Northern Spring.....	11	7					18							
Hard Red Spring.....	11	7					18							
Red Winter.....		36	119	1	16	3	175		1	4	1	1	1	8
Red Walla.....								1						1
Soft Red Winter.....		36	119	1	16	3	175	1	1	4	1	1	1	9
Soft White.....			1				1							
Common White.....			1				1							
Mixed Wheat.....		2	3				5							
Total, all classes.....	11	45	123	1	16	3	199	1	1	4	1	1	1	9

PEORIA, ILL.

Northern Spring.....	2						2							
Hard Red Spring.....	2						2							
Hard Winter.....	1	10	14	1	4	1	31		5	3		1		9
Yellow Hard Winter.....		1	5		1		7		1					1
Hard Red Winter.....	1	11	19	1	5	1	38		6	3		1		10
Red Winter.....			6	13	8	7	34			3	6			9
Soft Red Winter.....			6	13	8	7	34			3	6			9
Mixed Wheat.....		8	30	5	5	1	49			2				2
Total, all classes.....	3	19	55	19	18	9	123		6	8	6	1		21

SUPERIOR, NEBR.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Northern Spring.....	1						1							
Hard Red Spring.....	1						1							
Dark Hard Winter.....	8	18	15	14			55							9
Hard Winter.....	6	33	13	4	1	2	59	1	5	1	3			9
Yellow Hard Winter.....		2	1				3		6			2		
Hard Red Winter.....	14	53	29	18	1	2	117	1	11	1	5			18
Hard White.....			1	1			2							
Soft White.....		1					1							
Common White.....		1	1	1			3							
Mixed Wheat.....			1	1			2							
Total, all classes.....	15	54	31	20	1	2	123	1	11	1	5			18

WASECA, MINN.

Dark Northern Spring.....	1		1				2							
Northern Spring.....	7	21	14	24	23	27	116							
Red Spring.....						1	1							
Hard Red Spring.....	8	21	15	24	23	28	119							
Amber Durum.....					1		1							
Durum.....		3		4	1	1	9							
Red Durum.....				1			1							
Common and Red Du- rum.....		3		5	2	1	11							
Mixed Wheat.....		2			1	2	5							
Total, all classes.....	8	26	15	29	26	31	135							

SPRINGFIELD, MO.

Dark Hard Winter.....	1	2	7	2	1	1	14							
Hard Winter.....	3	1					4							
Hard Red Winter.....	4	3	7	2	1	1	18							
Red Winter.....		27	52	19	4		102							
Soft Red Winter.....		27	52	19	4		102							
Total, all classes.....	4	30	59	21	5	1	120							

MEMPHIS, TENN.

Red Winter.....	16	34	28	15	7	12	112			2		1	1	4
Soft Red.....	1		3				4							
Soft Red Winter.....	17	34	31	15	7	12	116			2		1	1	4
Total, all classes.....	17	34	31	15	7	12	116			2		1	1	4

BURLINGTON, IOWA.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam-ple.	Total.
Dark Northern Spring		1	1			1	3	1		1				2
Hard Red Spring		1	1			1	3	1		1				2
Dark Hard Winter					1	1	2			1			1	2
Hard Winter	1	5	5	3	2	1	17		1	1	3	2	1	8
Yellow Hard Winter			3	1			4			1		1		2
Hard Red Winter	1	5	8	4	3	2	23		1	3	3	3	2	12
Red Winter			2	1		1	4			1				1
Soft Red Winter			2	1		1	4			1				1
Hard White								1						1
Soft White	4	21	3	2		1	31	4	21	2	2		1	30
Common White	4	21	3	2		1	31	5	21	2	2		1	31
Mixed Wheat	1	5	1			1	8	1	1				1	3
Total, all classes	6	32	15	7	3	6	69	7	23	7	5	3	4	49

GRAND RAPIDS, MICH.

Dark Northern Spring	1						1							
Hard Red Spring	1						1							
Red Winter	7	32	25	2	1		67							
Soft Red Winter	7	32	25	2	1		67							
Soft White	1	2	2				5							
Common White	1	2	2				5							
Mixed Wheat	3	13	5	1	1		23							
Total, all classes	12	47	32	3	2		96							

CEDAR RAPIDS, IOWA.

Dark Northern Spring	1						1							
Northern Spring	7	5	1	1	2		16	1						1
Red Spring	3	5	1		3	1	13							
Hard Red Spring	11	10	2	1	5	1	30	1						1
Hard White	21	17	5	5	3		51							
Common White	21	17	5	5	3		51							
Mixed Wheat						1	1							
Total, all classes	32	27	7	6	8	2	82	1						1

CAIRO, ILL.

Hard Winter		1	1	1	2		5							
Hard Red Winter		1	1	1	2		5							
Red Winter		17	22	3	3	3	48		2	2				4
Red Walla			1				1							
Soft Red		1	10	3	2	2	18		1	1				2
Soft Red Winter		18	33	6	5	5	67		3	3				6
Mixed Wheat		1	1		1	1	4							
Total, all classes		20	35	7	8	6	76		3	3				6

DAVENPORT, IOWA.

Subclasses and classes.	In terms of earloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Dark Northern Spring.....	1					1	2							
Northern Spring.....	29	26	5	1			61							
Hard Red Spring.....	30	26	5	1	1		63							
Durum.....						1	1							
Common and Red Du- rum.....						1	1							
Hard Winter.....		4	3				7							
Hard Red Winter.....		4	3				7							
Red Winter.....			1				1							
Soft Red Winter.....			1				1							
Mixed Wheat.....		3		1			4							
Total, all classes.....	30	33	9	2	1	1	76							

PEKIN, ILL.

Hard Winter.....		2					2			3	2				5
Yellow Hard Winter.....			2	1		1	4				1		1		2
Hard Red Winter.....		2	2	1		1	6			3	2	1		1	7
Red Winter.....			2	4	4	1	11			2	11	2	1		16
Soft Red.....												1			1
Soft Red Winter.....			2	4	4	1	11			2	11	3	1		17
Mixed Wheat.....		6	4			5	15		1	8	5	1	1		16
Total, all classes.....		8	8	5	4	7	32		4	12	17	4	3		40

FARGO, N. D.

Dark Northern Spring.....	16	8	3	1	1	6	35								
Northern Spring.....	3	2					5								
Hard Red Spring.....	19	10	3	1	1	6	40								
Soft White.....			1				1								
Common White.....			1				1								
Mixed Wheat.....	1	1				5	7								
Total, all classes.....	20	11	4	1	1	11	48								

HENDERSON, KY.

Red Winter.....		1	1				2		2	39					41
Soft Red Winter.....		1	1				2		2	39					41
Total, all classes.....		1	1				2		2	39					41

WINCHESTER, IND.

Subclasses and classes.	In terms of carloads.													
	Receipts by grade.							Shipments by grade.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	Total.
Red Winter.....	1	5	11	2	2	1	22	-----	5	3	1	-----	-----	9
Soft Red Winter.....	1	5	11	2	2	1	22	-----	5	3	1	-----	-----	9
Total, all classes.....	1	5	11	2	2	1	22	-----	5	3	1	-----	-----	9

NOBLESVILLE, IND.

Red Winter.....	6	7	1	-----	-----	-----	14	-----	-----	-----	-----	-----	-----	-----
Soft Red Winter.....	6	7	1	-----	-----	-----	14	-----	-----	-----	-----	-----	-----	-----
Total, all classes.....	6	7	1	-----	-----	-----	14	-----	-----	-----	-----	-----	-----	-----

LAWRENCEBURG, IND.

Red Winter.....	1	2	6	3	-----	-----	12	-----	-----	-----	-----	-----	-----	-----
Soft Red Winter.....	1	2	6	3	-----	-----	12	-----	-----	-----	-----	-----	-----	-----
Total, all classes.....	1	2	6	3	-----	-----	12	-----	-----	-----	-----	-----	-----	-----

NEW ALBANY, IND.

Red Winter.....	-----	1	1	1	-----	1	4	-----	1	2	-----	-----	-----	3
Soft Red Winter.....	-----	1	1	1	-----	1	4	-----	1	2	-----	-----	-----	3
Total, all classes.....	-----	1	1	1	-----	1	4	-----	1	2	-----	-----	-----	3

PITTSBURGH, PA.

Red Winter.....	-----	-----	2	-----	2	1	5	-----	-----	-----	-----	-----	-----	-----
Soft Red.....	1	-----	-----	-----	-----	-----	1	-----	-----	-----	-----	-----	-----	-----
Soft Red Winter.....	1	-----	2	-----	2	1	6	-----	-----	-----	-----	-----	-----	-----
Total, all classes.....	1	-----	2	-----	2	1	6	-----	-----	-----	-----	-----	-----	-----

BOSTON, MASS.

Red Spring.....	-----	-----	-----	-----	-----	1	1	-----	-----	-----	-----	-----	-----	-----
Hard Red Spring.....	-----	-----	-----	-----	-----	1	1	-----	-----	-----	-----	-----	-----	-----
Red Winter.....	-----	-----	-----	-----	-----	-----	-----	-----	3	-----	-----	-----	-----	3
Soft Red Winter.....	-----	-----	-----	-----	-----	-----	-----	-----	3	-----	-----	-----	-----	3
Mixed Wheat.....	-----	-----	1	1	-----	-----	2	-----	-----	-----	-----	-----	-----	-----
Total, all classes.....	-----	-----	1	1	-----	1	3	-----	3	-----	-----	-----	-----	3

PART III.

Attention is again called to the fact that the data contained in the tables in Part III are necessarily incomplete and inaccurate. This is especially true with respect to the figures showing the amounts of shelled corn and wheat received by the elevators or warehouses.

Inspection and grading of grain as conducted in the majority of markets throughout the United States is made, not at the time of delivery of the grain to an elevator or warehouse, but as soon as possible after arrival of the grain at the market. A certificate of grade is issued by the inspector to the party to whom the grain was consigned. At some time subsequent to the inspection of the grain and the issuance of the certificate of grade, the consignee makes disposition of the grain. He may order the grain to an elevator for storage, he may reconsign the grain to another market, or he may sell the grain on track in his own market. In any event, the licensed inspector, as such, who inspects and grades the grain ordinarily has no actual knowledge of what disposition is made thereof. Therefore, the figures in the tables under Part III, showing the amounts of shelled corn and wheat received by elevators or warehouses, represent only the number of cars which, in the knowledge of the licensed inspectors, were delivered to such elevators or warehouses.

With reference to the names of the elevators or warehouses appearing in these tables, further explanation is necessary. In reports made to the Secretary of Agriculture by licensed inspectors, it appears that the names of parties to whom cars of shelled corn and wheat were consigned have been confused with the names of parties owning or operating elevators and warehouses. It appears also that the names of railroad yards have been confused with the names of elevators owned or operated by railroad companies. It is possible, therefore, that in a few instances names appearing under the head of "Name of elevator" may in fact be neither the name of an elevator or warehouse nor the name of a party who owns an elevator or warehouse.

The amount of shelled corn and wheat voluntarily reported as having been received at and shipped to elevators or warehouses on sample or type is shown in the footnotes in the following tables:

PART III-A.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof inspected and graded by them and delivered to and from elevators or warehouses in the grain markets of the United States where such licensed inspectors were located from November 1, 1917, to July 14, 1918, inclusive, and showing also, as ascertained from voluntary reports of elevators or warehouses, the estimated amount of shelled corn received on sample or type by each such elevator or warehouse and the estimated amount delivered therefrom on sample or type during the same period. The markets are arranged in alphabetical order.

Name of elevator.*	Receipts in terms of carloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of carloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Abilene, Kans.:														
Atchison & Santa Fe R. R.			1	1	1	1		1						
Freeman Grain Co.			2											
Hutchins Grain Co.				1										
Kansas Flour Mills			3	5	3	1								
H. Z. Mitchell				3	3									
Pearl Town & Merc. Co.			2											
Security Flour Mills			5	5	4			1	3	5				
A. D. Steele				1										
Atchison, Kans.:														
Blair Elevator	2	3	3	3	2	4	3	81	658	188	39	44	32	
Blair Milling Co.				5	2									
Lukens Milling Co.									2	3				
Mauglesdorf Bros. Co.								8	8					
Ortveien Malchette				2	2		1							
Washer Grain Co.		1	1					25	102	28	4	10	2	
Weeks Grain Co.				5	2									
Baltimore, Md.:														
B. & O. R. R. Elevator "B"	4	8	145	57	21	64	150	1	8	121	67	16	178	153
B. & O. R. R. Elevator "C"	7	104	199	58	30	76	155	3	71	279	165	18	57	509
B. & O. R. R. Elevator "E"			1		1		7	2			1	2		5
Domestic	6	14	62	50	16	32	61			1				
Pa. R. R. Elevator "1"	2	4	7	3	3	3	8			1	8			1
Pa. R. R. Elevator "2"					1	2	1	1	4	1			2	
Steen Warehouse			2						1	1	1			
Western Maryland Ry.	22	110	127	60	46	87	104	157	167	28	3	24	369	
Boston, Mass.:														
Grand Junction (1)		1	32	44	12	14	13		42	81				
Hoosac (2)		13	93	41	9	37	73	20	24	40		28		
B. O. Huntington Elevator							1							
Mystic (3)			1	2		2	47						35	
Buffalo, N. Y.:														
Buffalo Creek Transfer Elevator (4)								2	25	149	64	16	37	67
Concrete									14	77	67	25	79	142
Curtis									1	9	4	9	5	49
Dellwood									1	2				
Dakota										1			6	3
H. O. Dibble Warehouse									1	1	1			
Eldad Elevator								1					1	9
Electric									5	3	4			17
Erie Transfer "A"										1			1	
Erie Transfer "B"								8	23	113	19	5	13	42
Evans												2		
Exchange									4	9	1	2	1	9
Export										4	1	1		
Gen. Flour & Feed										2				
Iron Elevator								4	12	120	176	43	130	225
Kam									1	7	25	7	8	20
Knowlton Warehouse									1	2				
Marine									2	12	14	3	9	11
Monarch										1				
Michigan Central (5)										1				
Nowack										1				
Stanford Warehouse									1	5	3			
Superior Elevator									3	26	18	1	7	96
Ralston Purina								1	6	88	40	25	20	40
Whitney Eckstein										2				
Wheeler									3	2	4	2	5	10
Urban														2
Burlington, Iowa:														
Burlington & Miss. Elevator (6)	1	3	34	59	105	79	161	2	7	159	63	85	64	141
Derby Mills							1							

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of carloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Cairo, Ill.:														
Brown D. E. Field Grain Co.		2	1	1		3				3				1
Cairo Mill & Elevator Co.		1	8	5	4	2	4			1	1			
Halliday Elevator Co. (7)			2	3	4	2	1				1	2		1
Hastings, Samuel (8)		2	1	1	2	1	5	35	101	171	20	3	2	
Hastings & Stout Co. (9)		1	6	2	2	1		46	182	164	28	4	6	
Sutherland Milling Co.		3	7		1	1								
Cedar Rapids, Iowa:														
Cedar Rapids Grain Co.		4	13	155	100	122	173	1	43	81	35	4	10	
Douglas Co. (10)	23	21	92	118	282	931	1,659							
Jackson Grain Co.					1		2	3			1	1	1	
National Oats Co.		1	5	1	1	1		4	1					
Quaker Oats Co.		2	8	37	108	67	25					6	42	
Champaign, Ill.:														
Beach, B. C., Co.												1	1	
Cleveland Grain Co., "D"		8	17	12	17	50	366	9	127	96	34	39	81	
Foot, W. P., & Co. (21)				2	2									
Chicago, Ill.:														
Acme Malt										16	48	41	64	211
American Malt Co.										11	9	14	14	21
American Mutual Seed Co.										1				
Armour House "C"												2		
Armour North-Western Elevator											1	4	1	
Atlantic Elevator														
Badenock			2	1				7	86	22	11	10	23	
Belt Elevator		9	80	20	39	46	52	26	620	177	65	68	101	
Calumet Elevator "A"								16	196	266	25	30	22	
Calumet Elevator "C"									6	88	6		191	
Central Elevator "A"									1	276	169	39	61	47
Columbia Malting Co.											22	14	9	108
Cragin Elevator														155
Dickinson Elevator (11)								8	16	12	2		2	
Grand Trunk										2	6	7	16	37
Hales & Edwards								13	643	467	152	122	534	
Harvey Elevator										4	4	6	9	
Hayford Elevator (12)										6	48	13	10	760
Illinois Seed Co. Yd.								2						
Interstate Elevator									19	29	31	22	20	
Irondale									745	243	8	91	521	
Keith Elevator Yds.											1			
Keystone Elevator								1	42	81	143	36	20	221
McKenna & Rogers									1					
Mattison										1	11	5	2	5
Mueller & Young (13)									1	42	12	5	16	298
Michigan Central Elevator									25	195	181	72	125	134
Michigan Central Transfer								2	31	28	4	1	35	24
Minnesota Elevator														3
National Malting Co.										2	1	1	3	13
Norris Elevator								113	260	345	29	113	533	
North Western Elevator				1	5	2	1		12	119	99	154	164	
North Western Elevator								1	71	71	16	15	263	
North Western Ter. Elevator					9	8	2							
Penn. Elevator									10	28	40	11	12	22
Rialto Elevator "A"								2	27	47	184	446	376	903
Rockwell St. Elevator									4	72	67	13	11	189
Rock Island "A"										8				272
J. Rosenbaum "B"										156	1	22	95	19
J. Rosenbaum "C"											1			
St. Louis Elevator							1				1			23
Santa Fe								1	54	471		3	64	364
Schwill Co., Albert													12	31
South Chicago "C" (14)												10		1
South Chicago "D"		2	22	12	4	8	62			354	507	190	246	224
Union Elevator											4	2		
Wabash Elevator								1	21	75	73	112	176	508
Cincinnati, Ohio:														
Brinkman, E. H.							21							
Carr St. Elevator			3			1	4		2	17	6	1		2
Cinn. Grain & Hay Co. Elevator (15)				6	3	12	11				2			1
Cleveland Grain & Hay Co.	1	8	20	20	34	100	345	4	15	76	77	63	129	78
Dorsell Grain Co.		3	5	8	2	1	3							

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of carloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Cincinnati, Ohio.—Continued.														
Early & Daniel (16).....	1	10	54	27	23	16	18	7	7			3	2	1
Fairmont Elevator.....	1	4	3		3	2	6	1	1	5			2	6
Ferger Grain Co. (17).....		2	3		3	1	2							
Fleishman Brewing Co.....														8
Geo. Keller.....		1			1									
Perin Bros.....	1	8	13	13	6	32	76							2
Schmidt Walker Mills.....		10	17	7	3	1	1							
Stafford Grain Co. (18).....	5	13	15	10	10	31	38	3	18	68	25	16	30	66
Union Distilling Co.....							5							
B. H. Wess.....			2				1		1			1		
Clay Center, Kans.:														
Agenda Milling Co.....										1				
Farmers Co-op. Grain & Supply Co.										1	1			
Farmers Elevator Co.....										1				
F. B. Fulton.....										2				
L. L. Johnson.....											1			
Murdock Grain Co.....									1	2				
J. W. Pinkerton.....										10	1			
Seanon & Bishopp.....											1			
Silver Grain Co.....								3	7					
Snell Milling & Elevator Co.....								1	14	3				
Starkweather & Wilson.....		1		24	3			1	3					
Strong Grain Co.....													1	
Williamson Milling Co.....										38	2			
Wilson & Lund.....											1			
Cleveland, Ohio:														
Cleveland Grain Co. Elevator "A".....	2	3	69	71	28	42	221	1	1	276	78	49	81	86
Star Elevator.....							2							
Union Elevator.....	2		9	7	6	1	49		1	26	8	9	5	20
Clinton, Iowa:														
Clinton Sugar Refining Co. (19).....			36	517	168	233	227							
Coffeyville, Kans.:														
Allen Grain Co.....		1	1						2	9				
Rea-Patterson Milling Co.....	1	45	160	43	4	2		3	1	11				
The Wilson Elevator.....		29	171	73	8	12	3		16	103	2			
Columbus, Ohio:														
Gwinn Milling Co.....						2	6							
Keever Starch Co.....						3	5							
Dallas, Texas:														
Clifton Mill.....					1									
Corsicana Mill.....			1											
Deggett Grain Co.....										1				
Morton Milling Co.....	28	85	26	9	2	3				1	1	1	4	3
Stannard-Tilton Milling Co.....	11	20	1	4	6	3								
Davenport, Iowa:														
Davenport Elevator Co.....			1	26	39	16	6					3		
Davenport Malt & Grain Co. (20).....					1	2	7							
Marshall Hall.....				1										
Merchants Elevator "A".....				1		1								
Purity Oats.....	1	9	71	88	20	1								
Denver, Colo.:														
Ady-Crowe Mercantile Co.....		1	23	30	27	9	7			7	11	4	4	
Ayers, F. C., Mercantile Co.....		7	41	39	38	12	6		6	28	23	19	10	4
Best, J. D., & Co.....	12	92	161	87	23	11			9	67	68	16	5	5
Borders.....			1											
Cash Commission Co.....			2	5	4	1								
Central Granaries Co.....			1	1										
Crescent Mills.....	6	50	19	7	3				1	4	1			
Denver Elevator Co.....	7	28	23	13	6	3			2	21	3	1	1	1
Flanley Grain Co.....		6	5	4										
Hungarian Mills.....	20	72	28	7	1	3			3	17	8	9	2	
Hutchinson Flour Mills.....		1												
Johnson, R. C.....		3												
Kellogg, O. M., Grain Co.....	1	42	62	15	8									
Longmont Farmers Milling & Elevator Co.....		6	26	12	8	1	1			2	2		2	
Model Flour Mills.....		1	5	2	2	4								
Northern Denver Co.....		1		2										
O'Donnell Grain Co.....	10	55	52	40	11	4								

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of earloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of earloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Denver, Colo.—Continued.														
Palmer, E. B.				1	10									
Phelps, T. D., Grain Co.			3	8	3									
Robinson-Hunt Grain Co.			1		1									
Seldomridge, C. B.		2	6	9	1		1							
Summit Grain Co.			27	32		5	3			12	17	4		
Twin Falls Flour Mills.			1											
Western Grain Co.		2	48	33	11	6	1							
Detroit, Mich.:														
American Elevator		2	12	56	7	11	49		2	16	74	16	19	76
D. T. & I. R. R.									2	1				
G. T. R. R.									1	3	4	5		
L. S. & M. P. R. R.										5	2	3	3	
Michigan Central Elevator "B"			10	13	5	7	4		4	61	49	39	49	67
Pere Marquette R. R.										2	7	1	1	2
Shore Line R. R.														1
Union Depot		4	39	28	32	27	43		6	49	57	41	34	85
Wabash R. R.			1	3				1	20	26	25	26	21	25
Duluth, Minn.:														
Duluth Terminal Elevator "S"												1		
Peavy, G. H.			2	39	12	13				5	9	4	5	5
East St. Louis, Ill.:														
Belt Elevator	6	52	106	183	135	69	57	3	137	182	325	125	42	76
B. & O. R. R.											3			
Export Elevator (22)							1		9	3				
Golden Grain Elevator			1	5	5	3	20	1	5	24	20	10	8	35
I. C. R. R.											1			
Security Elevator	8	24	15	4	5	1	5	1	20	14	5	3	2	11
Terminal Elevator	6	45	83	29	7	5	6	8	80	143	36	6	20	27
Theis Brothers Feed Co.									6	2	4	2	13	11
Vandalia R. R.														1
Enid, Okla.:														
Cones, T. C., Grain Co.					1									
Enid Milling & Elevator Co.		1	16	14	6					2	1			
Kingfisher Milling & Elevator Co.										1				
Randles & Grubb			1	1					3					
Evansville, Ind.:														
Akin & Erskin Co.				1										
Telehart Brothers			1											
Union Grain Elevator Co.					2	14	12		19	58		1		
Fort Worth, Texas:														
Bewley Mills		9	20	12	2	6	10							
Burrus Mills & Elevator Co.		4	7	2	1	2	3							
Davez-Moore Grain Co.	1	43	93	30		5	4		17	98	8	4	2	2
Fort Worth Elevator Co.	5	76	306	76	17	58	97	1	39	199	10	1	53	41
Golden Rod Milling Co.		1												
Rall, E. G., Grain Co.		4	7	4		7	5		1	24	5	2	9	11
Terminal Elevator		3	15	8		2	1		8	13	3	2	2	
Walker Grain Co.			2	3		2	1					2	1	3
Fostoria, Ohio:														
Fostoria Farmers Exchange Co.										1	3		1	3
Fostoria Grain Co.							46					3	4	14
Fostoria Storage & Transfer Co.	1		9	7	17	254			2	4	10	10	34	119
Harter Milling Co.			1		1	2	3							
Fremont, Nebr.:														
Nye-Schneider-Fowler		1	137	285	234	82	43			200	98	5	2	25
Galveston, Texas:														
Galveston Wharf Co., Elevator "B"									1	221				
Sunset Elevator			4	6	5	19	20		1	263	54		2	32
Texas Star Flour Mills	1	9	26	3	4	2	2							
Grand Rapids, Mich.:														
Valley City Milling Co.		23												
Watson & Higgins Co.	1			1	2	1	1					1		1
Hammond, Ind.:														
Standard Elevator									75	343	317	93	650	129
Henderson, Ky.:														
Henderson Elevator Co. (23)		15	32	39	75	55	47		109	521	172	13	80	37
Waller, A., & Co.					1		2		3	4	8	2		1

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Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of carloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple.
Hutchinson, Kans.:														
Kansas Grain Co. Elevator (24)			1						2	142	24	5	1	3
Monarch Milling Co. (25)				1						38	10	1		1
Pettitt Grain Co. Elevator (26)										13	11	2		
Rock Milling & Elevator Co. (27)									2	2	1			
Hutchinson Terminal Elevator Co.														
Indianapolis, Ind.:														
Acme Evans Co.										3			3	4
Acme Mill "A"									1	2		3	12	41
Beach Grove Elevator "B" (28)									6	132	84	18	51	104
Belt Elevator & Feed Co.	2	4							4	5			9	25
Big Four Elevator		1							1	35	40	42	32	138
Elevator "A"	1	2							2	67	47	23	57	174
Indiana Elevator	7	95							443	161	58	101	153	
Vandalia Elevator		23	169						24	23	28	68		
Jacksonville, Fla.:														
Baker Holmes Co. (29)		1	1	1			4							
Lewis Chitty Co. (30)		2	3				2							
Consolidated Grocery Co. (31)			8				1							
Cumberland & Liberty Mill (32)		3					6							
Florida Grain & Elevator Co.							6							
Florida Produce Co.						1								
Gail Grocery Co.							1							
Granball & Bowder							1							
Guller, C. E., Co. (33)		1	1											
Indiana Corn Mills			1											
Johnson, W. B., Co. (34)			1											
Martin, E. A., Seed Co. (35)							2							
Peninsular Naval Stores Co. (36)		12	1				1							
Permenter, J. G., Co. (37)			2				2							
Reading Grain Co.		1	2	1			3							
Salzer, G. V., & Brothers (38)		1	2											
Savage & Hinkle					2									
Southern Grocery Co. (39)				1										
Stringfellow Padgett & Co. (40)							1							2
Smith, C. F., & Co.				1										
Tyler Grocery Co.			3											
Zaring, C. W., & Co. (41)			1	1			2							
Kankakee, Ill.:														
Risser-Rollins Co. (42)							6							
Kansas City, Kans.:														
Armour Elevator "A"		9	3	4	13	20	35		13	14	2	3	4	2
Armour Elevator "B"												1		1
Chicago Great Western Mill	5	8	17	11	14	13	18	10	114	212	75	15	14	29
Davidsons Mill				1										
Frisco Elevator		8	41	98	47	12	22		29	142	116	57	49	79
Memphis Elevator	1	8	45	99	58	17	33	2	32	159	153	37	24	42
Neola Elevator "A"	1	10	33	46	135	74	64	1	383	742	66	22	13	77
Rock Island Elevator									2	3	4	2	2	1
Rosedale Elevator		1	8	3				1	11	28	2	1		
Southern Mill			1		1		6	1		2	2		4	6
Terminal Elevator	5	27	102	79	17	38	36	5	124	1,267	159	38	54	208
Kansas City, Mo.:														
Acme Elevator	2	4	4			1	1		130	162				
Alton Elevator	2	34	163	144	32	16	39	4	71	135	70	18	21	37
Atlas Cereal Elevator	6	5						7	3					
Blackers Warehouse							2							
Dixie Elevator		16	39	17	2	7	7		190	245	38	8	11	8
Empire Elevator		5	4						1	44	7	1	7	3
Imperial Mill Elevator			5	1				2	1	20	4	1	1	
Katy Mill Elevator									2	2	1	4	4	
Kansas-Missouri Elevator	14	283	968	962	239	54	80	6	433	1,948	266	56	62	76
Kansas City Southern Elevator	6	102	325	390	67	19	21		170	789	81	8	24	26
Milwaukee Elevator	17	114	403	417	124	30	55	17	146	797	156	23	13	80
Murray Elevator	47	295	664	611	127	51	66	18	416	1,398	241	51	29	58
Nelson Elevator									3		1			
Norris Elevator			12	6	1				15		1			
Schillings Warehouse						1			1	4	1		1	
Schreibers Elevator	6	9	14	8		7	5	6	23	72	50	20	10	21
Wabash Elevator	1	62	225	73	22	10	23		58	258	36	2	1	5

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Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

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	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
La Crosse, Wis.:														
Cooper & Graves.....							1							
Lawrence, Kans.:														
Bowersock Mills.....				1										
Derby Grain Co.....			1											
Lawrenceburg, Ind.:														
Lawrenceburg Roller Mills.....		4	4											
Leavenworth, Kans.:														
Kansas Central Elevator.....	2	20	93	75	16	6	9	9	156	6				
Loggers Elevator.....			3	2	1	1						1	3	13
Pacific Elevator.....						1	2	1						
Peerson Lathrop.....				2										
Lincoln, Nebr.:														
Barber Elevator.....							1							
Central Granaries.....				4	4	4	5							
Cummings Elevator.....			4	12	6	5								
DeWitt Elevator.....							2							
Ewert Grain Co.....		2	24	42	54	32	13		1					1
Gooch Milling & Elevator Co.....	1	3	12	8	2									
Griswolds Elevator.....		2		2										
Nebraska Corn Mills.....	1	12	27	22	11	7	3		5					
State Farm.....						1								
Little Rock, Ark.:														
Bennett Grain Co.....							1							
Cunningham Commission Co.....		26	113	8	2	1	4	5	77	2				
Darragh Elevator and Warehouse.....			1	1		1	2							
Halle & Baker Grain Co.....			1	3										
Hayes Grain & Commission Co.....		6	27	4			2	3	28	1				
Iron Mt. Elevator.....		8	116	95	28	16	55	15	60	14	1	1	17	
Loganberg Bros.....									2					
Missouri Pacific.....			1				2							
Munn Burroughs Brokerage Co.....			11	1					4					
Geo. Neimeyer Grain Co.....		1	3				4							
Trans-Mississippi Grain Co.....			4	2										
J. F. Weinman Mills & Elevator Co.....		5	14	1	2	1	4		27					
Los Angeles, Cal.:														
Balfour Guthrie & Co.....			2											
Capitol Milling Co. (43).....		5	4	6	8		2							
Germain Feed Co.....			3											
Globe Grain & Milling Co.....		3	2		4		4							
Great Western Milling Co.....			1	2										
Pacific Wood & Coal Co.....				1	1		2							
Sperry Flour Co.....		8	6	4	7		3							
Taylor Milling Co.....		1	1				1							
Louisville, Ky.:														
Big Four Elevator.....								2	23	5	1	5	2	
Electric Elevator.....						1	2	1	21	43	16	9	16	7
Illinois Central Ry.....													3	
Louisville Elevator.....								56	73	31	34	62	63	
L. H. & St. Ry.....								1						
Thomson Elevator.....						1		9	4	4	5	9	26	
Mansfield, Ohio:														
Goeman Grain Co.....				1	1	7	16		4	5	1	3	8	
Mansfield Elevator Co.....				1										
Marshall, Minn.:														
Marshall Milling Co.....		3	16	13										
Memphis, Tenn.:														
Bluff City Grain Co.....		1	4	4			2		1	1				
Broadway Mill.....	11	68	102	74	4	5	5							
Buckeye Cotton Oil Co.....			11	10	1	6	3							
Central Elevator.....			6	1	2	1	3							
Davis & Andrews Mill.....	4	7	25	25	17	7	12		4	13		4	5	
Industrial Elevator.....		4		2		5	2	3	53	102	70	8	4	1
International Sugar & Feed Co.....			8	12	8	19	14							
Memphis Milling Co.....														
Mississippi Elevator.....			2	1					1					
Riverside Elevator.....		5	16	12	5		5		4	39	27	10	1	8
Roberts & Hammer Grain Co.....									7	20	14	5	3	1
Royal Feed & Milling Co.....			7	11	9	10	15	1	21	49	68	13	7	2
Superior Feed Co.....		4	3	13	15	15	6							
Tucker-Mosley Seed Co.....		1												

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Memphis, Tenn.—Continued.														
Union Elevator.....	2	21	58	32	21	67	46	1	15	7	2			
Valley Elevator.....	2	8	2	1		1	7	2	22	33	31	15	4	3
John Wade & Sons.....	2	29	58	74	55	30	26			2	2			
Meridian, Miss.:														
Sturges & Co.....									2					
The A. H. George Co.....								2						
Milwaukee, Wis.:														
Borchert Milling Co.....				18	20	21	3			2	13	7	7	7
Courteen Seed Co.....		2	3	9					1	14			2	5
Elevator "A".....	2	7	20	157	296	216	243		5	49	373	27	36	75
Elevator "E".....	5	11	60	243	348	290	259		31	575	696	183	314	237
Interstate Malt Co.....	1		4	29	62	22	3	2		2	37	57	58	14
P. C. Kamm Co.....	8	42	153	458	315	169	118		2					
C. A. Kraus Milling Co.....				34	45	61	80		1	162	267	101	56	76
Lyman-Joseph Grain Co.....				10	25	62	79			11	90	17	24	54
Milwaukee Malting Co.....				7	31	36	57					1	4	3
Reibs, J. M., Jr.....					38	25	13				16	5	2	
Rialto Elevator.....		3	19	133	169	98	85	1	5	18	146	75	94	59
Smith-Parry Grain Co.....					1	2	1							
Udike Elevator.....	16	47	237	335	187		227		6	119	361	57	80	44
Wendt Elevator, F.....			1	4	6	3								
Weschler, D. D., & Sons.....			6	15	17	4	14				11	3	2	1
Minneapolis, Minn.:														
Atlantic Elevator.....					2	1					11	162	44	21
Calumet Elevator.....				1						6	27	39	55	57
Central Grain & Elevator Co.....												1	2	8
Concrete Elevator.....										6	47	64	43	34
Delmar Elevator.....										5	33	57	29	4
Devereaux Elevator.....										22	87	48	29	19
Dibble Elevator.....											2		2	
Dickinson & Co., Albert.....								1	5	24	39	43	23	43
Elevator "C".....							1				2	3	2	5
Elevator "D".....								2	4	18	63	25	6	
Elevator "H".....									1	1	1	1	5	3
Elevator "K".....										9	51	97	49	65
Elevator "M".....										2	9	7	2	3
Elevator "R".....										46	74	24	5	10
Elevator "T".....										1	16	12	25	9
Electric Steel Elevator.....								5	254	482	50	96	4	
Exchange Elevator.....											8	25	34	
Gee Elevator.....								4	52	166	80	54	87	
Great Northern Elevator.....											1	1		
Great Western Elevator.....									53	229	124	55	44	
Interstate Elevator.....								1	8	5	5			3
Lake Elevator.....								2	6			4	1	3
Marfield Elevator.....				1					9	66	100	84	67	
Martin Elevator.....										3	15	11	29	
Minneapolis Malt & Grain Co.....									19	149	143	58	44	
Mississippi Elevator.....								1	6	23	12	8	21	
Northeast Feed Mill Co.....													9	
North Star Malt Co.....										9	154	76	24	54
Pelphs, E. L., & Co.....										1	1	3	5	5
Pillsbury.....									24	34	17	14	60	
Pioneer Malt Co.....									37	124	44	5	3	
Pioneer Steel Elevator.....										2		5	2	
Republic Elevator.....									3	9	20	11	18	
Shoreham.....											12	38	9	7
Soo Elevator.....								1	350	321	66	23	71	
St. Anthony Elevator.....										1	12	6	11	15
Star Elevator.....										1	4	2	13	29
Stewart Elevator.....								1						
Twin City Trading Co.....									1	87	206	100	88	184
Union Terminal Co.....									107	199	62	43	69	
Victoria Elevator.....								2	36	113	44	47	59	
Missouri Valley, Iowa:														
Udike Grain Co.....			20	87	69	23	115	3	101	85	4	4	13	

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Nashville, Tenn.:														
Commercial Elevator					1							2		
Dougherty & Vincent		4	2		1		2	1						
Gillette Grain Co.			1						1	3				
Hale & Son (44)		12	38		37	17		1	7		5			
Harsh Warehouse (45)									1	5	5			2
Hernitage Elevator (46)	3	60	238	281	142	62	165	1	113	229	96	14	18	51
Jones, J. A. & O. L.		1							1	1				
Just Mill & Feed Co.	3	5	46	23	18	2	6		1	1				
McLemore & Crutcher (47)				2					1	1	4	4		
Model							3	1						
Monarch		1				1		2	8	1	1	1		
Nashville Warehouse Elevator (48)	17	88	223	237	102	64	83	3	207	304	109	21	30	9
Oak St. Warehouse	1	7	4	3				2	4		3			
Rex Mill & Feed Co. (49)		2	17	15	5	1	2	1	3	3	1	11	1	2
River & Rail Elevator Co.				1										
Rose, C. E. (50)				1				1	1					
Rose, G. P.									3	6				3
Singer Warehouse	1	8	4	2	1	1	1		40	32	12	4	3	3
Smith Sheller		2							11	7	5			
Tyner & Co., J. A. (51)		3	1	3	3	3	2	3	5	6	3		3	1
New Albany, Ind.:														
McDonald Elevator					2	1	9			4	13	3	11	10
New Orleans, La.:														
Central Elevator	9	79	1,008	363	125	238	262		4	1,219	11		7	19
Chalmette Elevator		3	25	20	2	2								
Gentilly Elevator	2	1												
New Basin			3						5	16				
Poydras Elevator "C"									4	3			2	3
Public Grain Elevator	29	134	365	633	287	391	269	5	620	1,747	7	4	4	11
Stuyvesant Docks Elevator		21	366	294	88	26	41		278	1,187	1			2
Westwego Elevator	1	80	1,139	315	54	114	131		14	1,632		24	1	
Newport News, Va.:														
Southern Feed Co. (52)	1		3		1			3						
New Ulm, Minn.:														
Eagle Roller Mill	1	2	12	12	6	2								
New Ulm Roller Mill			8	12	6	2	1							
New York City, N. Y.:														
Adikas Elevator														
Corn Products Refining Co.		1		3	1	2	73							
D. L. & W. R. R.			17	17	5	66	9							
Erie Elevator	31	108	599	609	86	11	107		77	449	772	27		
Lehigh Valley R. R. Co.	1	23	43	160	36	22	46		57	24	284	1		27
Long Island R. R.							2							
New York Central & Hudson River R. R.	1	5	12	35	6	13	35		31	19	77		3	6
Pennsylvania R. R.		2	9	4	11	10	20							
West Shore R. R. Elevator	5	115	690	1,128	154	191	228		88	568	1,058	16	23	35
Norfolk, Va.:														
C. & O. R. R.														1
N. & W. R. R.										2				
N. Y. P. & Ry.			4			3	3							
Scott, S. D. & Co.							1							1
Oklahoma City, Okla.:														
Acme Milling Co.		2	5	5	1		1							
Cherokee Grain Co.		1	4	4										
Conyers, R. H.			5	1										
Cozart Grain Co.			5	3	8	5	1			13	12	2	1	1
Creamer-Gregg Co.			2											
Dustin Grain Co.		2	7	4	2	2	3				1		1	
Garrison Coal Co.				2		1	2							
Hardiman & King		2	11	6	4	2	3							
Oklahoma City Mill & Elevator	1	31	82	28	7	6	3							
Oklahoma Export Co.			1											
Perkins, W. L.		2	1				2							
Plansifter Milling Co.			5	3	2									
Rutledge Grain Co.			1											
Southwestern Grain & Feed Co.		1					1							
Southwestern Milling Co.				2			1							
Tuttle, Jas. S.		2			1		1							

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	Grade of corn.							Grade of corn.						
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Omaha, Nebr.:														
Adams-White Grain Co.										2	3	1		
Albers Co.		11	36	167	80	18	5		11	48	278	62	24	4
Beal Commission Co.											1		1	2
Blanchard & Niswonger Grain Co.		2	30	96	40	2			13	146	136	27	3	2
Carlisle										1	2	6	12	10
Casco Mill Elevator				18	10	16	4			8		7	3	3
Crowell Elevator	2	53	172	439	638	276	128	2	63	304	502	431	220	69
Dawson Elevator		11	217	462	463	217	187		20	375	688	306	408	116
Dodge Elevator														1
Farmers Terminal Elevator	2	24	133	257	243	151	38		24	218	336	216	83	55
Flanley Elevator	3	51	119	307	275	50	21	2	62	268	491	37	16	7
Holmquist Elevator	3	52	314	369	772	442	277	2	46	572	274	672	402	193
Independent Elevator		53	173	266	491	185	95			139	152	23	12	12
Iowa Elevator	3	17	53	35	37	28	31	2	14	95	59	41	38	24
Kern Co.										3	2			
Krogh Alfalfa Elevator	2	9	28	63	72	72	49		7	55	79	69	61	48
Maney Grain Co.	1	38	135	169	133	125	84		36	392	273	159	174	111
Merriam & Millard Elevator	7	78	374	537	599	322	170		54	851	1,103	44	103	33
Miller Cereal Elevator		8	38	73	28	22	18							1
Nebraska-Iowa Elevator	1	8	97	350	401	145	64	2	13	230	662	170	22	19
Northwest Elevator	5	37	43	17	18	14	3		39	83	33	14	6	1
Nye-Schneider-Fowler		20	36	10	3	4	6		71	684	196	117	68	73
Omaha Alfalfa Milling Co.		8	3	8	52	33	16		9	144	32	4	2	2
Omaha Elevator		23	185	331	320	140	43		10	666	177	39	21	17
Omaha Flour Mills			1		1									
Peters Mill	1	3	5	30	62	47	27			11	6	14	11	3
Taylor-Swanick Grain Co.		7	1				1		5	3	2	5		5
Trans-Mississippi Elevator	1	55	207	289	399	213	119	1	35	890	240	163	62	101
Twamley Elevator											1			
Udike Elevator	10	179	553	1,424	904	297	112	4	302	1,248	1,493	149	60	31
Vanderslice-Linds												1	1	
Pekin, Ill.:														
Smith-Hippin Elevator			3	3	4	26	29			12	2	4	5	27
Turner-Hudnut Co.		3	11	11	55	84	357	1	7	243	30	36	83	275
Peoria, Ill.:														
American Milling Co.		2	13	32	117	327	1,035		5	635	218	107	119	361
Burlington Elevator		16	78	160	274	388	643		10	111	237	197	351	547
Central City Elevator	1	3	16	25	39	66	108		7	4	15	35	32	28
Woolner Distillery														6
Philadelphia, Pa.:														
Keystone Elevator	3	19	69	72	64	37	31	2	4	4	8	2		1
Girard Point Elevator	34	119	351	169	57	57	79		191	238	228	1		11
North Philadelphia Elevator	1		1	4	8	4	7							
Port Richmond Elevator (53)		10	223	166	55	62	148		9	113	255	33		14
Twentieth St. Elevator	4	1	16	1	3	22	17							
Pittsburgh, Pa.:														
Central Elevator (54)											2	2	2	
Iron City Elevator (55)									1		1			1
Marshall Mill Co.			2	2										
Port Arthur, Texas:														
Elevator "A"		14	331	39	7	12	6			426	1	7	6	
Portland, Oreg.:														
Albers Brothers Milling Co. (56)		4	22	16	9	10	17							
Albina Dock				1		1								
Columbia Milling Co.			1		1									
Crown Mill Co.				1	2									
Globe Grain & Milling Co. (57)		4	2	2	2	3	1							
Golden Rod Milling Co. (58)		3	6	1										
Lewisston Milling Co.														
North Bank Dock			1	1										
Olympic Warehouse				1		1	3							
Portland Flouring Mills		2	5		1	1								
Richmond, Va.:														
C. & O. R. R. Co.							1							
Dunlop Mills (59)							12							
Manchester Mills			2			2	3		1		1			
Mayo Milling Co. (60)	2	5	8	8	9	3	8	1	9	7	3	2	10	4
Morgan Brothers							2							

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of earloads Nov. 1, 1917, to July 14, 1918.							Shipments in terms of earloads Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam-ple.
Richmond, Va.—Continued.														
Phillips F. E.							12							
Richardson & Co.		5	20	2	3	1	1			5				
Southern Brokerage Co.							2			1				1
Warner, Moore & Co.							2		4					1
Wood & Son									3					
St. Cloud, Minn.:														
Ervin Mill.					2	2								
G. N. Mill.		3	10	4			1							
St. Joseph, Mo.:														
Burlington Elevator.								2	166	528	103	13	10	13
C. B. & Q. Elevator.										1	40	16		
C. G. W. R. R.										1	2	1		
Grain Belt Mill.										13	2	2	6	2
Missouri River Mill.								1	7	143	23	3	8	6
Rock Island.										1	5	2		
St. Joseph Public Elevator.			3	8				24	1,059	210	15	20	14	
Terminal Elevator.								47	468	101	18	7	3	
St. Louis, Mo.:														
Brooklyn St. Elevator (61).		14	40	19	1	4	65		37	301	88	49	39	58
Burlington Elevator.	28	218	321	453	439	199	379	1	136	1,189	86	6	14	122
Bushnell Warehouse.								10	86	21	1			
Buss Mill.									5	8	1			
Central "B" Elevator.	14	165	166	83	33	21	55	8	174	209	44	18	14	46
Exchange Elevator.		1		1	1		6		1	1	1	2	2	1
Mississippi Valley Elevator.	1	48	158	101	243	29	66		28	77	48	37	10	35
Mound City Elevator.	12	135	115	26	46	39	92	3	179	165	45	9	36	19
Purina Mill.			1	1										
Rogers Elevator.	9	122	151	194	114	70	76	4	185	219	183	8	12	44
Schleslers Warehouse.									3	1			1	
Victoria Elevator.											1			
St. Paul, Minn.:														
Capitol City Mill.											1			1
C. C. Chambers.													11	
Equity & Chambers.												15	10	30
Equity Exchange.										2	2	11	4	8
Salina, Kans.:														
Cooperative Elevator Co.					1	1								
Farmers Elevator Co.														
Freeman Elevator Co.		5	38	23	5	1								
Hayes Flour Mills Co.			5	5										
Hutchins Grain Co.		2	5	3	1		1				1			
Perry Frazier.		1	1											
Robinson, C. E.		7	44	38	18									
Salina Produce Co.		17	80	7	12		2			4	1	1	1	
U. P. R. R. Co.				2										
Wilson Flour Mills.			1	1										
Seattle, Wash.:														
Albers Bros. Milling Co.		10	23	40	27	6	12		11					1
Fishers Flouring Mills.	4	34	47	13	4		3							
Galbraith Bacon Co.				1	2	1								
Hammond Milling Co.			8	3	4									
Hanford St. Elevator.							1							
Johns, W. F.		1	3											
Lehmann Brothers Mill.	1			5	1									
Lilly, Charles H. Co.		1	14	14	4	3	5							
Magnolia Milling Co.			4	2										
Sheldon, Ill.:														
Bishop Grain Co. (62).				1	1	1	4							
Cleveland Grain Co. (63).					7	81		2	1	195	64	24	44	33
Cleveland Storage Co.		1	20	11	20	79	282							
Sherman, Texas:														
Chapman Mill Co.		12	20	5		1	2							
Diamond Mill Co.	1	28	30	8		1	6							4
Ferguson, W. H.									2	5				
Gladney Mill Co.	2	22	79	22	16	16	36		2	4		1	3	2
Phoenix Elevator.		1	6	3			1		3	25	4		1	7
Pittman Harrison Co.	1	4	4			2	3		1	1				1
Smith Mill.	5	23	53	7	4	1					1			

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.							Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Sikeston, Mo.:														
Scott Milling Co.	1	65	152	41	10	24	11	35	31			1	1	5
Sykes McMillan Co.			1					1	30	57		1	9	7
Wheeler, A. J.								6			1			
Sioux City, Iowa:														
Akron Milling Co.			3	8	14	2				1		1		1
King Elevator Co.			6	17	42	14	6		3	1		1		
Martin & Ketels Milling Co.			1											
Mystic Milling Co.		5	13	74	146	45	23		1	1	4			1
Sioux City Stock Yards.			1	2	10	23	19							
Terminal Elevator Co.		1		10	2	2	9			19	47	6	8	9
South Bend, Ind.:														
South Bend Elevator Co.				1	25	19	32		11	42	24	13	6	
Swift Grain Co.							2		17	51	56	5	31	
Spokane, Wash.:														
Boyd Conlee Co.			1											
Centennial Mill Co.				3										
Dixie Corn Products.			1											
Inland Grain Feed Co.				1										
Superior, Nebr.:														
Bossemeyer Bros.			1					1	7	63	44	36	5	
Elliot & Meyers.									5	33	4	2	1	
Scouler & Bishop.		1	9	8	2		1		2	22	12	17	6	
Superior, Wis.:														
Elevator "X"										1	9	1	5	
Spencer W. Kellogg.										3	4	1	2	7
Tacoma, Wash.:														
Albers Bros. Milling Co.		5		6										
Coast Trading Co.		2	3	1										
Franshoh & Co., P. J.		1	9	1	2									
Kenworthy & Son, W. H.	1	1	7	2	1									
Pugent Sound Mills.		2	2	5	1									
Sperry Flour Mills.		24	4	3										
Stevens Co., J. B.	2	4	8	3	1									
Terre Haute, Ind.:														
American Hominy Co.		65	290	174	56	221	459							
Commercial Solvent Co.							127							
Majestic Distilling Co.		1	1				169							
Vigo Elevator (64).			10	13	62	116	385	58	279	231	125	70	20	
Toledo, Ohio:														
Central Grain Co.			1	8	3	27	114			6	3	14	19	42
Chatterton Elevator.					5	8	32			2	3	5	1	12
C. H. & D. Elevator "B"		8	10	2	20	45	131	6	60	11	16	13	74	
East Side Iron Elevator.			20	9	2	6	53	1	20	6	2	7	40	
Haskell Mill.	1	12	45	16	32	52	31							
Imperial Mill.				5	4	5	6							
King & Co., C. A.				1										
Lake Erie Mill.			1	2	4	10	82					1	3	6
Lake Shore Elevator "B" (65).	1	7	50	30	14	22	57							
Morehouse & Co., W. H.	1	1	3					6	1	3				
Toledo Grain & Milling Co.		15	25	15	9	22	52							
Wagoner Mill.											1			1
Young Grain Co.												5	1	14
Topeka, Kans.:														
Central Mill.			2	4				5	14					4
Derby Grain Co.	1	55	139	116	15	4	7							
Forbes Bros.		1	13	8	1	1			1					
Golden Belt.		15	77	33	3	8	1	8	33			1	3	6
Kaw Mills.									1					
Troy, Ohio:														
The Allen & Wheeler Co.	4	12	75	7	12	9	5	2	12	1				2
Troy Elevator Co.											2	1		7
Wellington, Kans.:														
Hunter Milling Co. (66).			1											
Infield, J. D. (67).				1										
Larabee Flour Mills (68).			2	8						2				
Wellington Mill & Elevator Co.		2	1	2										

* See notes on p. 114.

Table compiled from reports of licensed inspectors, showing the number of cars of shelled corn and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of earloads, Nov. 1, 1917, to July 14, 1918.							Shipments in terms of earloads, Nov. 1, 1917, to July 14, 1918.						
	Grade of corn.							Grade of corn.						
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	Sam- ple.
Wichita, Kans.:														
Craig Elevator, J. W.					1				3	12			4	
Imperial Mills		2	1						1	6				
Jones Mills											1			
Kansas Milling Co.		1	6	1					14	57	6	3	2	4
Kingman Mills		1	3											
Larabee Mills									1	5				
Loveland Mills		1												2
Red Star Elevator "A"			1											
Red Star Elevator "B"				2						3	1			
Wallingford Elevator				1					1	2	1	1	2	
Weiss, Otto, Elevator										2	1	1		
Wichita Falls, Texas:														
Hunt Grain Co., J. C.			7	1	1		1			4				
Priddy Grain Co.		1	6	6			2			2				
Wichita Mill & Elevator Co.		15	176	43	4	7	47			36	2			12
Winchester, Ind.:														
Goodrich Bros.			5	7	11	37	117			92	3	4	38	4
Winfield, Kans.:														
Alexander Milling Co. (69)		1	4							1				
Arkansas City Mills		2	21	3	5									
Winfield Flour Mills		4	14	3										
Winona, Minn.:														
Elevator "A"			1											
Gould Grain Co.										1	14	16	34	17

* See notes on p. 114.

* The figures in parentheses following the names of elevators refer to the footnotes below, which indicate the amount of white, yellow, and mixed corn handled by sample or type by these elevators:

- (1) Shelled corn shipped on sample or type, 5,463 bushels.
- (2) Shelled corn shipped on sample or type, 92,827 bushels.
- (3) Shelled corn shipped on sample or type, 96,052 bushels.
- (4) Shelled corn shipped on sample or type, 16,434 bushels.
- (5) Shelled corn shipped on sample or type, 1,813 bushels.
- (6) Shelled corn shipped on sample or type, 1,000 bushels.
- (7) Shelled corn shipped on sample or type, 7,022 bushels.
- (8) Shelled corn shipped on sample or type, 8,050 bushels.
- (9) Shelled corn shipped on sample or type, 10,708 bushels.
- (10) Shelled corn received on sample or type, 804,700 bushels.
- (11) Shelled corn received on sample or type, 25,762 bushels; shipped, 18,935 bushels.
- (12) Shelled corn received on sample or type, 78,100 bushels; shipped, 715,019 bushels.
- (13) Shelled corn received on sample or type, 75,000 bushels.
- (14) Shelled corn shipped on sample or type, 28,700 bushels.
- (15) Shelled corn shipped on sample or type, 27,336 bushels.
- (16) Shelled corn received on sample or type, 8,762 bushels; shipped, 5,635 bushels.
- (17) Shelled corn received on sample or type, 7,232 bushels; shipped, 7,821 bushels.
- (18) Shelled corn shipped on sample or type, 2,200 bushels.
- (19) Shelled corn received on sample or type, 1,457,500 bushels.
- (20) Shelled corn received on sample or type, 43,601 bushels; shipped, 20,783 bushels.
- (21) Shelled corn received on sample or type, 3,300 bushels.
- (22) Shelled corn shipped on sample or type, 6,706 bushels.
- (23) Shelled corn received on sample or type, 12,500 bushels.
- (24) Shelled corn received on sample or type, 131,043 bushels; shipped, 65,597 bushels.
- (25) Shelled corn received on sample or type, 6,737 bushels; shipped, 893 bushels.
- (26) Shelled corn received on sample or type, 13,168 bushels; shipped, 11,406 bushels.
- (27) Shelled corn received on sample or type, 19,880 bushels; shipped, 8,500 bushels.
- (28) Shelled corn shipped on sample or type, 17,595 bushels.
- (29) Shelled corn received on sample or type, 9,616 bushels.
- (30) Shelled corn received on sample or type, 10,758 bushels; shipped, 1,455 bushels.
- (31) Shelled corn received on sample or type, 12,990 bushels; shipped, 5,226 bushels.
- (32) Shelled corn received on sample or type, 1,865 bushels; shipped, 2,400 bushels.
- (33) Shelled corn received on sample or type, 934 bushels; shipped, 963 bushels.
- (34) Shelled corn received on sample or type, 1,948 bushels; shipped, 1,918 bushels.
- (35) Shelled corn received on sample or type, 3,008 bushels; shipped, 2,778 bushels.
- (36) Shelled corn received on sample or type, 8,802 bushels; shipped, 8,740 bushels.
- (37) Shelled corn received on sample or type, 714 bushels; shipped, 625 bushels.
- (38) Shelled corn received on sample or type, 3,782 bushels; shipped, 3,337 bushels.
- (39) Shelled corn received on sample or type, 2,940 bushels; shipped, 2,834 bushels.
- (40) Shelled corn received on sample or type, 1,159 bushels; shipped, 1,650 bushels.
- (41) Shelled corn received on sample or type, 8,744 bushels; shipped, 8,225 bushels.
- (42) Shelled corn received on sample or type, 32,558 bushels.
- (43) Shelled corn received on sample or type, 5,136 bushels.
- (44) Shelled corn received on sample or type, 1,872 bushels; shipped, 5,406 bushels.
- (45) Shelled corn received on sample or type, 6,311 bushels; shipped, 12,142 bushels.
- (46) Shelled corn received on sample or type, 2,453 bushels.
- (47) Shelled corn shipped on sample or type, 878 bushels.
- (48) Shelled corn received on sample or type, 3,791 bushels; shipped, 2,500 bushels.
- (49) Shelled corn received on sample or type, 7,469 bushels.
- (50) Shelled corn shipped on sample or type, 8,000 bushels.
- (51) Shelled corn received on sample or type, 36,695 bushels; shipped, 50 bushels.
- (52) Shelled corn received on sample or type, 1,100 bushels.
- (53) Shelled corn received on sample or type, 172,000 bushels; shipped, 172,000 bushels.
- (54) Shelled corn shipped on sample or type, 92,062 bushels.
- (55) Shelled corn shipped on sample or type, 90,776 bushels.
- (56) Shelled corn received on sample or type, 1,285 bushels.
- (57) Shelled corn shipped on sample or type, 2,000 bushels.
- (58) Shelled corn received on sample or type, 150 bushels.
- (59) Shelled corn received on sample or type, 8,990 bushels.
- (60) Shelled corn received on sample or type, 50 bushels.
- (61) Shelled corn shipped on sample or type, 241,091 bushels.
- (62) Shelled corn received on sample or type, 8,368 bushels; shipped, 10,908 bushels.
- (63) Shelled corn shipped on sample or type, 50,000 bushels.
- (64) Shelled corn received on sample or type, 3,523 bushels; shipped, 61,973 bushels.
- (65) Shelled corn received on sample or type, 77,455 bushels.
- (66) Shelled corn received on sample or type, 4,103 bushels.
- (67) Shelled corn received on sample or type, 4,617 bushels; shipped, 3,215 bushels.
- (68) Shelled corn received on sample or type, 11,230 bushels; shipped, 3,485 bushels.
- (69) Shelled corn received on sample or type, 21,178 bushels; shipped, 3,217 bushels.

PART III-B.

Table compiled from reports of licensed inspectors showing the number of cars of wheat and the grade thereof inspected and graded by them, and delivered to and from elevators or warehouses in the grain markets of the United States where such licensed inspectors were located (from November 1, 1917, to July 14, 1918, inclusive), and showing also, as ascertained from voluntary reports of elevators and warehouses, the estimated amount of wheat received on sample or type by each such elevator or warehouse, and the estimated amount delivered therefrom on sample or type during the same period. The markets are arranged in alphabetical order.

Name of elevator.*	Receipts in terms of earloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of earloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.
Abilene, Kans.:												
Abilene Mills.....	16	35	12			12						
Mid-West Mills.....	3	1										
Security Flour Mills.....	27	88	7	8	2	1						
Alton, Ill.:												
Sparks Mill.....	184	430	194	40	11	11						
Stannard-Tilton Mfg. Co.....	32	151	68	9	4	1						
Atehison, Kans.:												
Atehison Flour Mills.....	5	9	3	1								
Blair Elevator Co.....	3	5	1				4	53	21			
Blair Milling Co.....	10	33	19		1	2						
Lukens Milling Co.....	4	21	12									
Orthwein & Matchett.....		2										
Washer Elevator.....	7	7					1	11	1	1		
Weeks Grain Co.....	2	7	2									
Baltimore, Md.:												
B. & O. R. R. Elevator "B".....		36	122	38	155	57		73	250	144	142	4
B. & O. R. R. Elevator "C".....		35	153	43	196	46		31	169	111	149	1
B. & O. R. R. Elevator "E".....				1						2	8	
Penn. R. R. Elevator 1 (Canton).....		40	110	25	230	59		52	130	205	146	7
Sterns Warehouse.....											1	
Searletts Warehouse.....									1			
Western Maryland R. R.....	1	37	205	52	317	82		33	381	142	254	6
Boston, Mass.:												
Hoosac.....								3				
Mystic.....			1									
Buffalo, N. Y.:												
Buffalo Creek Transfer.....												7
Concrete Elevator.....							14	30	7	1		8
Connecting Terminal.....							5	11	46			1
Dakota Elevator.....							19	20				
Dellwood.....							7	19				
Eldad Elevator.....												2
Electric.....							10	8				8
Erie Transfer "A".....								3				3
Evans.....												4
Exchange.....												7
Gen. Flour & Feed.....											1	
Great Eastern.....									19			
Iron Elevator.....								8				
Kellogg Elevator.....								10	31	1	3	7
Marine.....							1					
Mich. Central Transfer.....									1			
Mutual.....							4	26	24			1
Ralston Purina.....								8	10		1	8
Superior.....												3
Wheeler.....							9	11				19
Burlington, Iowa.:												
Burlington & Miss. Elevator.....	5	26	8	3	2	4	7	26	7	6	3	4
Derby Milling Co.....		5	10	1		3						
Cairo, Ill.:												
Cairo Milling Co.....		2	4		3	1						
Hastings, Samuel (1).....		3	12	3	2	2		2	6	1		
Hastings-Stout Co. (2).....		13	5	2	2	2		2	1			1
Sutherland Milling Co.....		1	8	1								
Cedar Rapids, Iowa:												
Quaker Oats Co.....	27	28	7	5	5	2						

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sample.
Chicago, Ill.:												
Armour House "C".....							2	16	18			
Badenoch.....		1										
Belt Elevator.....	9	9					9	14	8			
Byrnes (3).....		1	1	1		1	1	1	1			
Calumet Elevator "A".....	1	51	1				3	44	38		1	2
Calumet Elevator "C".....		62										
Dickenson Elevator (4).....							2	2	1			
Hales.....	1											
Ircndale.....							196	87	12		1	2
Keith.....									3			
Mich. Central Elevator.....								1				
Minn. Elevator.....								1				
Northwestern Elevator.....							3	5				
Norris Elevator.....	10					3		72			1	
Penna. Elevator.....								1	1			
Rialto.....								88	2	5	4	
Rosenbaum, J., "B".....							94	4	3			
Santa Fe Elevator.....		20		7			13	279	185		1	17
South Chicago Elevator "C".....							88	21	17			5
South Chicago Elevator "D".....							2	17	4	3	1	2
Wabash Elevator.....							4	43	18			
Cincinnati, Ohio:												
Carr St. Elevator.....	1		6		1			10	1	3		4
Cinn. Grain & Hay Co. (5).....		2		2		1	1	14	13		1	2
Cleveland Elevator.....		5	2									
Doesel Co.....	6	21	46	6	18	3		15	63	4	6	3
Early & Daniels (6).....	1	3	35	9	12	13		19	48	4	17	18
Fairmount Elevator.....		2	2		1							
Fells Flour Mill Co.....			2						14	3	2	
Ferger Grain Co.....									36	15		
Mueller Co., The John.....			1						1	6		
Nagel & Son Mill.....			1					3	14	3		4
Stafford Grain Co. (8).....					1							
Clay Center, Kans.:												
Clyde Mill & Elevator Co.....	1	9	8	2		1						
Federation Mills Co.....			1									
Iams Grain Co.....							3					
Snell Mill & Grain Co.....	18	34	35	12	2	9		2				
Williamson Milling Co.....	34	75	61	6	2	2						
Cleveland, Ohio:												
Cleveland Elevator "A".....	3	39	36	1	4	2	5	12	13		2	1
Gates Elevator.....								1	2			
Coffeyville, Kans.:												
Allen Grain Co.....	5	13	2		2		16					
Bowen Milling Co.....							11					
Janesen Elevator Co.....							4	1				
Rea-Patterson Milling Co.....	261	469	182	18	5	5		5	4			
N. Sauer Milling Co.....	20	30	7	5	3		20	12		2		
Wilson Elevator Co. (9).....	10	27	9	1		1	78	30				
Columbus, Ohio:												
Gwinn Milling Co.....	18	115	72	7	4	5						
Capital Milling Co.....	6	94	59	4	3	3						
Wusheimer Bros.....		2	1	1								
Dallas, Texas:												
Morton Milling Co.....	28	130	51	9	3	6						
Stannard Tilton Milling Co.....	47	119	56	5	9	6						
Davenport, Iowa:												
Davenport Elevator Co.....			3		1	1						
Merchants Elevator.....		4										
Phoenix Mills.....	30	29	6									
Purity Oats.....				1								
Denver, Colo.:												
Ady & Crowe Merc. Co.....	6	3	1	1		4	2	2				
Ayers, F. C., Merc. Co.....	6	7	17	4	2	4	2	10	4	3		
Barteldes Seed Co.....	1		1									
Best, J. D., & Co.....	1				1		2	4	3			
Boulder M. & E. Co.....	1	4	3									
Colorado M. & E. Co.....		2			1							
Crescent Flour Mills.....	110	113	39	14	7	10						
Denver Elevator.....	33	132	53	27	15	7		3	8	3		4

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Denver, Colo.—Continued.												
Eagle Flour Mills.....	34	47	4	2	—	3	—	—	—	—	—	—
Excelsior Flour Mills.....	8	5	2	—	—	—	—	—	—	—	—	—
Hayes Elevator Co.....	6	17	5	2	—	—	—	—	—	—	—	—
Hungarian Flour Mills.....	183	210	47	18	4	4	—	—	—	—	—	—
Hutchison Flour Mills.....	2	—	—	—	—	—	—	—	—	—	—	—
Kirchof Lumber Co.....	—	1	—	1	—	—	—	—	—	—	—	—
Lindsborg M. & E. Co.....	2	2	2	1	—	—	—	—	—	—	—	—
Longmost F. M. & E. Co.....	187	137	26	11	4	8	31	9	1	—	—	—
Midland Elevator.....	9	7	1	—	—	—	1	—	—	—	—	—
O'Donnells Grain Co.....	—	—	—	—	1	—	—	—	—	—	—	—
Summit Grain & Coal Co.....	2	1	—	—	—	—	—	—	—	—	—	—
Wilson Flour Mills.....	8	4	1	1	—	—	—	—	—	—	—	—
Windsor Flour Mills.....	12	4	—	—	—	—	—	—	—	—	—	—
Detroit, Mich.:												
American Elevator.....	—	1	—	—	—	—	—	—	6	—	—	—
Michigan Central Elevator "B".....	2	4	11	1	1	—	13	20	37	3	1	—
Union Elevator.....	—	1	1	—	1	—	—	1	7	—	1	—
Duluth, Minn.:												
Capitol Elevator Co. No. 4.....	33	10	—	31	26	—	120	200	137	228	89	—
Capitol Elevator Co. No. 6.....	—	—	—	—	—	—	16	12	14	12	10	2
Consolidated Elevator Co. "D".....	—	32	—	—	—	—	412	287	237	273	30	3
Consolidated Elevator Co. "E".....	—	—	—	—	—	—	—	1	—	—	4	2
Globe Elevator Co.....	—	—	—	—	—	—	276	223	156	232	63	3
Spencer Kellog.....	—	—	—	—	—	5	—	—	—	—	—	—
East St. Louis, Ill.:												
Belt Elevator.....	—	3	4	3	2	5	1	29	23	1	5	10
Granite City Elevator.....	—	—	—	—	—	—	42	9	4	—	—	4
Imbs.....	1	2	—	—	—	—	—	—	—	—	—	—
Hazel Mills.....	—	1	3	—	—	—	—	—	—	—	—	—
Kehlor Mills.....	—	—	1	—	—	—	—	—	—	—	—	—
Security Elevator.....	—	48	31	3	15	—	2	46	18	1	2	9
Terminal Elevator.....	—	10	4	—	4	—	6	104	34	—	1	10
Venice Elevator.....	3	9	4	1	4	—	7	23	61	1	—	4
Western Elevator.....	2	1	1	1	3	—	—	13	3	—	—	3
Enid, Okla.:												
Cones, T. C., Grain Co.....	—	—	—	—	—	—	8	5	—	—	—	—
Enid Milling Co.....	81	365	37	6	4	15	73	52	2	4	1	2
Johnson, W. B.....	7	68	—	—	—	—	69	107	2	—	—	1
McCafferty.....	—	—	—	—	—	—	—	7	—	—	—	—
Okla. Flour Mills.....	—	6	—	—	—	—	2	9	—	—	—	—
Randles & Grubb.....	1	1	—	—	—	—	48	12	—	—	—	—
Shaw, J. H.....	—	15	2	1	1	—	—	4	—	—	—	—
Waukomis Milling Co.....	—	—	—	—	—	—	3	—	—	—	—	—
Evansville, Ind.:												
Akin Erskine Mill.....	5	189	220	8	6	8	1	—	—	—	—	—
Brose & Arnold Mill.....	—	1	2	—	—	—	—	—	—	—	—	—
Iglehart Bros. Mill.....	7	77	65	9	3	6	—	1	—	1	—	—
Paul Kuhn Co.....	—	—	1	—	—	—	—	—	—	—	—	—
Sunnyside Mill.....	—	3	1	—	—	—	—	—	—	—	—	—
Union Elevator.....	1	1	—	—	—	—	—	1	—	—	—	—
Fargo, N. Dak.:												
Bisbee Elevator.....	—	—	1	—	—	—	—	—	—	—	—	—
Fargo Milling Co.....	1	—	1	—	—	—	—	—	—	—	—	—
Western Lumber & Grain Co.....	—	—	1	1	—	—	—	—	—	—	—	—
Fort Worth, Texas:												
Bewley Mills.....	26	89	112	16	2	7	—	1	—	—	—	—
Burrus Mill & Elevator Co.....	5	72	41	11	5	3	—	—	—	—	—	—
Dazey-Moore Grain Co.....	—	1	1	—	—	—	—	—	—	—	—	—
Fort Worth Elevator Co.....	3	14	10	8	2	4	1	12	5	—	—	1
Panther City Grain Co.....	—	2	1	—	—	—	—	20	3	1	—	—
Rall Grain Co.....	—	2	—	—	—	—	—	—	—	—	—	—
Rosenbaum Grain Co.....	—	—	8	1	1	—	—	10	1	1	—	—
Fostoria, Ohio:												
Fostoria Grain Co.....	—	—	2	—	—	—	—	—	—	—	—	—
The Mennel Mill & Elevator Co.....	21	167	228	38	34	6	—	—	—	—	—	—
Fremont, Nebr.:												
Fremont Milling Co.....	13	—	61	11	13	4	—	—	—	—	—	—
Nye-Schneider-Fowler.....	2	16	17	4	2	6	—	9	7	1	1	—

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Galveston, Texas:												
Elevator "A" (10).....												7
Texas Star Flour Mill (11).....	10	155	118	57	25	14						
Grand Rapids, Mich.:												
Valley City Mill Co.....	4	18	7		2							
Voigt Mill Co.....	4	18	20	2								
Watson & Higgins.....	1	7	5	1								
Henderson, Ky.:												
Henderson Elevator Co.....		1	1					2	2			
Hutchinson, Kans.:												
Hutchinson Flour Mills (12).....	2	11	4	1		1						
William Kelly Milling Co.....	3	12	8	1								
Larabee Mill Elevator No. 1.....	18	40	14	14	2	1						
Monarch Mill Co. (13).....		5	2	1	2							
Rock Milling & Elevator Co. (14).....								2	5	4		1
Terminal Elevator Co.....									2	2		
Indianapolis, Ind.:												
Belt Elevator.....								1	3	1	2	2
Big Four Terminal Elevator.....								2	22		1	
Elevator "B".....							1		3			
Indiana Elevator.....								1	7	1		3
Vandalia Elevator.....								2	7	3	1	1
Kansas City, Kans.:												
Chicago G. W. Elevator.....	1	1	3	4		1	92	52	34	10	1	7
Frisco Elevator.....	27	30	6					4	35	8		1
Memphis Elevator.....	4	6	1				12	58	17	3	3	3
Midland Mill.....	7	12	11	3	3	1						
Mills, J. H.....	1											
Terminal Elevator.....	9	77	67	21	10	13	54	107	138	34	10	13
Zenith.....		1	1	1	1	1						
Kansas City, Mo.:												
Acme Elevator.....								5				
Alton Elevator.....	26	23	10	5	2	14	12	20	10	6	1	9
Dixie Elevator.....	2	4	2				3	9				
Kansas Missouri Elevator.....	93	114	44	12	8	5	90	122	93	22	12	3
K. C. Southern Elevator.....	21	34	6	1	2		2	3		1		1
Kelly Mills.....		2	3	1								
Milwaukee Elevator.....	248	184	68	21	9	47	397	156	58	34	4	84
Murray Elevator.....	23	42	21	7	2	9	15	47	75	15	7	24
Norris Elevator.....	29	29	3	9	2	3	2	1	8	3		2
Wagoner Gates Mills.....		3	3	1								
Wabash Elevator.....	44	62	13	14	1	2	10	23	15	13	1	1
La Crosse, Wis.:												
Listman Mills.....	553	179	8	7		2						
Lawrence, Kans.:												
Barteldes.....	2											
Bowersock.....	203	262	111	29	4	17						
Busch Mills.....	24											
Underwood & Son.....	8	4	1									
Lawrenceburg, Ind.:												
Lawrenceburg Roller Mills.....	2	4	9	7	5							
Leavenworth, Kans.:												
Kansas Central Elevator.....	3	3	1	1			2					
Leavenworth Mills.....	14	28	34	23	21	9						
Lysle, J. E.....	58	107	56	13	6	8						
Wilson Legler Elevator.....								1	1			
Lincoln, Nebr.:												
Brown Seal Mills.....		11	16	5				1				
Central Grain Co.....												
Crete Mills.....	3	5	8			1						
Curtis Mills.....			2	2								
Fremont.....	1		5	3	1							
Gooch Milling and Elevator Co.....	37	139	78	40	17	8	2	11			1	2
Jansen Mills.....		1	1									
Riverton.....			1									
Wells Abbott Nilman.....	1	3	1									

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of earloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of earloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Los Angeles, Cal.:												
Albers Bros. Milling Co.	4	4	1									
Capitol Milling Co.	61	27	16	4		2						
Dunlop, S. C.	1											
Food Administration Grain Corporation	29	16	4	1		1						
Globe Grain & Mill Co. (15)	135	71	56	19	4	14						
Great Western Milling Co.	24	15	5	4		1						
Hisey Grain Co.	9	3	1									
Lilly, White & Brown Co.		1										
Municipal Warehouse "A"	174	3										
Newman Grain Co.	8					4						
Nichols Loomis Co.	14	2				2						
Outer Harbor Warehouse		108			4							
Olive Milling Co.	1											
Sperry Flour Co.	203	70	45	6	13	10						
Taylor Mill Co.	6											
Wilbur & Co.	4											
Louisville, Ky.:												
Big Four Elevator								2				
Electric Elevator								2	1			
Mankato, Minn.:												
Hubbard Milling Co.	154	174	68	20	8	7						
Mansfield, Ohio:												
Goeman Grain Co.	6	40	18	2			7	61				
Lautz Bros.	1							1				
Mansfield Grain Co.	18	40	43	1	4							
Marshall, Minn.:												
Marshall Milling Co.	246	259	72	55	15	8	4					
Memphis, Tenn.:												
Broadway Mill & Elevator	1	24	44	12	6	11						
Riverside Elevator									1		1	1
Tucker Mosely Seed Co.		1										
Union Elevator				1		1						
Wade & Son, John.		7	3	1		1						
Milwaukee, Wis.:												
Elevator "A"	77	71	13	2	1	4	105	43	5	4		2
Elevator "B"	82	93	34	2	6	6	172	.11	20	3		
Kamm Elevator	7	7	1			1	14	3				
Kern Mill					1							
Kraus Mill						3						
Lyman Joseph Elevator	4	4	1				21	3				
Reibs Elevator	1	4	16	2	6	1	5	1				
Rialto Elevator	19	18	10	6	5		82	1	24	43	14	
Stern Elevator	103	136	92	25	40	4						
Upkike Elevator	74	120	74	21	25	4	123	69	100	3		1
Minneapolis, Minn.:												
Atkinson Mill			1									
Atlantic Elevator							134	35	53	54	11	15
Calumet Elevator			1				62	97	63	24	13	26
Concrete Elevator							12	60	59	25	25	12
Delmar Grain Co.							2	2				
Devereaux Elevator Co.							1	1				4
Dickinson, Albert	33	92	53	19	11	15						
Dibble Elevator	1	2		1			43	62	61	52	24	32
Electric Steel Elevator							99	282	128	159	2	104
Elevator "C"	2	10	8		3	2	29	54	31	22	11	10
Elevator "D"							12	7	4	8	6	4
Elevator "H"							258	98	63	29	8	11
Elevator "K"							66	66	25	10	3	8
Elevator "L"							5	2	1			1
Elevator "M"							48	80	57	42	17	30
Elevator "R"							1		1	1	1	
Elevator "S"							48	56	16	6	3	2
Exchange Elevator							71	95	56	25	5	9
Gee Grain Co.							10	20	13	11	6	12
Great Northern Elevator							6	3	3	3		1
Interior Elevator								3	1			3
Interstate Elevator							26	18	9	4		1
Lake Elevator							21	20	10	1	1	3
Marfield Grain Co.							1	3	1	1		
Minnesota Seed Co.							7	3	6	5		1

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Minneapolis, Minn.—Continued.												
Northeast Feed Mill											1	
N. W. Consolidated Elevator "A"	2	31	33	19	16	17					1	
N. W. Consolidated Elevator "B"	1	5	11	3	2	7						
Pillsbury Elevator								5	3	2		2
Pioneer Steel Elevator							24	78	100	44	28	149
Republic Elevator							18	127	78	50	19	13
Star Elevator							23	43	21	20		16
Soo Elevator							81	52	25	15	9	7
Shoreham						1	86	85	54	32	9	18
St. Anthony	2	20	31	19	9	12	200	193	140	66	33	24
Twin City Trading							14	24	10	19	1	14
Union Terminal Elevator		2	8	7	3	6	82	130	73	50	20	20
Upton Mill		1	3			2						
Victoria Elevator							2	1				
Washburn No. 2	14	56	81	54	38	17						
Nashville, Tenn.:												
J. R. Hale & Sons		2	2		1							
Hermitage Elevator								1	9		1	
J. A. & O. L. Jones	2	7	8	2	2	1						
Liberty Mills	73	378	447	78	57	28						
Lilly Mills												
Nashville Warehouse & Elevator Co.	1	21	25		3	5		31	29	5	1	14
Rex Mill & Feed Co.							1					
G. P. Rose Co.							1					
New Albany, Ind.:												
J. H. Shine & Co. Elevator								1	2			
Zable Elevator		1	1	1		1						
New Orleans, La.:												
Central Elevator & Warehouse Co.	1						1					
Public Grain Elevator	94	695	239	99	12	50	105	701	320	1		79
Stuyvesant Docks		39	18	5		4	1	90	13			
Westwego Elevator									1			
New Prague, Minn.:												
International Milling Co.		3	3									
New Prague Flour Mills	81	85	50	32	5	4	1	4		1		
New Richland Mill		1				2						
New Ulm, Minn.:												
Bingham Bros.		2			3							
Eagle Roller Mill	236	386	151	129	95	64						
New Ulm Roller Mill	5	9	17	4	1	25				10		
New York, N. Y.:												
D. L. & W.	1,499	1,891	782	442	62	107	1,663	227	664	40	2	39
Erie Elevator	496	931	172	156	2	228	708	112	1	21		20
Lehigh Valley R. R.	799	697	239	151	25	17	956	151	4			
N. Y. C. R. R. Elevator	6	20	7	1		1	1					
Penna. Elevator	4	10	46	5	19	8						
West Shore R. R. Elevator	85	238	272	8	15	5	280	139	8			
Oklahoma City, Okla.:												
Acme Mill Co.	85	111	87	13		6						
Cozart Grain Co.									14	1		
Dustin Grain Co.			1									
Jamison Elevator Co.								1				
Oklahoma City M. & F. Co.	120	215	52	21	7	12						
Oklahoma Export Co.												
Plansifter M. Co.	11	22	6	2	1							
Robey Grain	1											
Jas. S. Tuttle	1	1										
Omaha, Nebr.:												
Blanchard & Niswonger Grain Co.							2					
Crowell Elevator	8	14	7	11	2	6	16	17	5	1	1	2
Dawson Elevator	1	2	2				2	2				
Farmers Terminal	83	229	104	16	16	11	90	313	60	12	8	4
Planley Elevator	1	1	2									
Food Administration								1	1			
Holmquist	26	71	68	23	8	8	6	29	22	18	3	6
Independent Elevator		361	349	125	33	51	48	321	394	54	20	17
Iowa Elevator								2	4			
Krogh Alfalfa												
Maney Mills	19	55	48	16	2	2		16		1		
Merriam & Millard	11	39	30	8	8	16	16	42	45	16	4	2

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Omaha, Nebr.—Continued.												
Nebraska-Iowa	42	136	90	28	11	28	36	163	73	38	13	35
North West Elevator	19	60	12				3	1				
Omaha Elevator Co.	122	308	308	107	37	111	210	370	460	133	11	28
Omaha Flour Mill	28	61	37	13	3	8						
M. C. Peters Mill			2			7				1		
Taylor Swanick	1	4	3	1	1	1				2	1	
Trans-Mississippi Elevator	84	421	150	39	7	14	12	310	30	4	3	2
Udike Grain Co.	51	234	178	67	14	32	27	129	78	21		20
Pekin, Ill.:												
Turner Hudnut Elevator		2	4	6		5		4	12	17	4	3
Peoria, Ill.:												
American Mill Co.					1							
Burlington Elevator	1	2	9	3	2	4		6	7	3	1	
Philadelphia, Pa.:												
Girard Pt. Elevator (16)	2	37	376	87	268	92		58	591	143	487	29
Keystone Elevator (17)		1	27	5	38	2						
North Philadelphia Elevator							4	3	3	3	10	3
N. Wharf Pier 10			2	1	10	3						
Philadelphia	3	2	4	1	6							
Port Richmond	107	39	7	56	74	14		79	6	33	113	17
Port Costa, Cal.:												
California Wharf & Warehouse Co.		54	375									
Grangers Warehouse	40	1										
Port Costa Dock & Warehouse	54	5	4			125						
Portland, Oreg.:												
Albers Bros. Milling Co.	5	11	1	4	5	2						
Albina Dock	1	5	1	2	1	1						
Astoria Flour Mills	8	26	20	15	1	27						
Balfour Guthrie & Co.	3	3	3	7	4	5	1	7	1	2		
Columbia Milling Co.	6	14	14	14	1							
Crown Mills	103	117	102	53	12	40						
F. A. G. C.									31	1		
Globe Grain & Milling Co.	17	15	24	12								
Irving Dock	11	32	41	23	3	1						
Jobes Mills (18)	5	9	8	4		1						
Montgomery Dock	25	57	94	45	23	20			1			
North Bank Dock	34	75	100	67	25	9					1	
Pacific Coast Elevator	4	9	7	5	2	1						
Portland Flouring Mills (19)	36	95	67	64	16	10						
St. Cloud, Minn.:												
Erwin Mill		4	6									
G. M. Mill	87	10	5									
St. Joseph, Minn.:												
Burlington Elevator							4	138	47	17		
Terminal Elevator							2					
St. Joseph Public Elevator	6	129	69	2			78	108	67	1		
St. Louis, Mo.:												
Burlington Elevator	6	83	71	14	3	4	8	96	100	3		
Bus Mills								77	7			
Central "B" Elevator	2	116	79	21	7	19	1	129	122	1	1	2
Mississippi Valley Elevator	11	137	44	16	6	9	9	192	75	4	1	4
Mound City Elevator		57	34	11	5	5	2	102	49	2	1	3
Plants Mill		37	19	11	3							
Rogers Elevator	4	113	70	21	8	6	5	158	50	8	2	1
Saxony Mills	1	10	8	4								
Valter & Spiers Mill						1						
St. Paul, Minn.:												
Capitol City Mill							1	3				
C. C. Chambers												
Equity Elevator	11	16	8	4	2	3	91	62	50	18	6	10
Salina, Kans.:												
Farmers Elevator Co.	1	2	2	2	1							
Freeman M. Co.	70	12	2	2								
Hayes F. M. Co.	1	5	4									
Hoffman	3											
Hutchings	1	1										
Jackmon R. M. Co.		1	1	1								
Lee Warren Milling Co.	92	218	85	18	11	5						
Linsborg M. & E. Co.	7	7	6									
Perry-Frazier	1											

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Salina, Kans.—Continued.												
Plainville Elevator Co.	1	3	6	1	1	1						
C. E. Robinson	16	8	13	15	1	1						
Russell M. Co.	2											
Salina Produce Co.	9	2	3	3		1						
Security Mills	1											
Shellsbarger Mill & Elevator	58	101	80	25	10							
Smokey Valley R. Mills		2										
Solomon F. Coop. Ass'n					1							
U. P. Ry.	15	35	4	5								
Western Star Mill Co.	27	92	39	9	3	1						
Wilson M. & E. Co.	1	1	2									
Salt Lake City, Utah:												
Thos. Farr & Co.								2				
Hustlers M. & E. Co.							1	13	13		1	
Inland Elevator							2	12	11	3		1
Interocean Elevator							23	37	24	3	7	3
Salt Lake & Jordan M.			3									
San Francisco, Cal.:												
Albers Bros. Mill	13	3	4	31	1	1						
China Basin												
Globe Mills	213	202	111	54	36	109						
Harbor Warehouse	1											
Humboldt Warehouse						9						
Pacific M. Co.	3											
Stephens Smith Grain Co.	35	33	24	6		1						
Sunset Free Warehouse		10										
Yosemite Mills (20)	7	7		10		1						
Seattle, Wash.:												
Albers Bros. Milling Co.	25	19	14	7	17	59						
Bell St. Dock	1	2	4									
Fishers Flouring Mills	522	708	760	365	209	119						
Galbreath Bacon	1											
Hammond Milling Co.	158	252	198	99	89	24						
Hanford St. Elevator	6	43	60	30	9	31	43	85	108	24	9	
W. F. Johns & Co.	1				1							
Lehmann Bros.	2	14	4	1	1	2						
C. H. Lilly Co.	42	58	60	23	5	6	1	1	1			
Magnolia Mills	1	2	2	1	1	1						
Novelty Mills Co.	39	34	5	2	1							
West Seattle Elevator	76	44	24	10	6	2						
Spokane Grain Co.		1		3								
Sherman, Texas:												
Chapman Mills	11	27	11	2			13	27	7			
Diamond Mills	26	120	29	3	1	4						
Gladney Mill	27	99	66	5	2	5						
Smith Elevator	46	153	53	10	5	4						
Sikeston, Mo.:												
Marshall Mill Co.								14				
Scott Mill Co.		20	120	19	6			8	19	1	1	
Sykes McMullin Co.			1					14	40	1		
Sioux City, Iowa:												
Akron Mill Co.							7	2				
Planley Grain Co.	4	2										
Martens & Ketels Milling Co.	43	15										
Mystic Milling Co.	140	51				1						
Sleepy Eye, Minn.:												
Sleepy Eye Mill Co. Elevator	114	96	101	70	59	19						
South Vallejo, Cal.:												
Sperry Flour Co.	496	398	316	144	18	382						
Stephen Smith Grain Co.	6	2										
Spokane, Wash.:												
Centennial Mill	48	55	91	44	13	12						
Boyd Conlee						1						
Lewiston Milling Co.								2		5		
Pacific Grain Co.									1			
Pasco Flour Mills									1			
Portland Flouring Mills	11	30	31	24	7	4						
Rossalia Supply Co.									3			
Spokane Flour Mills	23	68	143	70	32	5						
Starr Grain Co.							5	5	4			

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of earloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of earloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Springfield, Mo.:												
Eisenmeyers Mill Co.		7	30	4	3							
Loganbury Mill		2	8		2							
Link Mills			1	1								
Mammoth Spring Mill		1	1									
Model Mill	3	9	15	3	1	1						
Queen City Mill	10	12	10	1								
Stockton, Cal.:												
Grangers Warehouse												
Sperry Flour Co.	324	105	76	33	2	7						
Superior, Nebr.:												
Allen & Wheeler	1	3	15									
Elliot Meyers		1										
Superior, Wis.:												
Elevator "K"			8	16	58		252	188	71	32	30	1
Elevator "S"		10	20	47	14		741	350	172	299	65	3
Equity Co. Exchange				20	31							
Itasca Elevator							1					
Tacoma, Wash.:												
Albers Bros.	5	2	1									
Balfour Guthrie	145	67	31	11	11	2						
Coast Trading Co.	1	1										
Commercial Dock	1	1										
Dennett Milling Co.	1	1										
Francioli, P. J.	3	3			2	1						
Kenworthy & Son						1						
London Dock	22	28	9	11				43	42			
Milwaukee Elevator	17	12	11	10	7	1		99	9	67	7	
Northwest Dock	62	34	10	4		1						
Puget Sound Flouring Co.	151	273	195	85	48	12						
Sperry Grain Co.	271											
Stevens, J. B.	1	2										
Tacoma Grain Co.	232	340	216	80	20	6						
Terre Haute, Ind.:												
Cottrell Elevator										1		
Sparks Mills	7	85	82	15	6	4				1		
Vigo Elevator								37	10			
Toledo, Ohio:												
C. H. & D. Elevator "B"	46		4									
East Side Iron Co.			7	4	4	12	32	1	2			5
Lake Shore Elevator "B"		4	1	2	1	2						
National Milling Co.	110	253	244	40	44	13	31	143	60	4	1	2
Northwest Elevator & Milling Co.							19	139	154	9	26	5
Wagoner Milling Co.			1									
Topeka, Kans.:												
Central Mill Co.							1					
Derby Grain Co.	37	2	4									
Golden Belt Elevator Co.	17		1									
Ismert Hinke Milling Co.	53	82	42	5	3	2						
Kaw Mill	100	197	32	6	7	4						
Norton Milling Co.	83	134	28	6	2							
Page Milling Co.	52	71	10		2							
Topeka Milling Co.	65	211	60	16	5	4						
Troy, Ohio:												
Allen Wheeler Co.	10	41	100	1	15	2						
Roszell Elevator		1	7		1	1			1	1	1	2
Troy Elevator Co.			1						1			
Waseca, Minn.:												
Everett Hughenbaugh Co.	8	26	16	28	26	37						
Wellington, Kans.:												
Hunter Mill & Elevator Co. (21)	82	375	65	17	11	3						
Larabee Mill & Elevator Co. (22)	117	373	105	9	1	2						
Romine Milling Co.							1					
Wellington Milling & Elevator Co.	41	132	23	8	3	1						
Wichita, Kans.:												
Craig, J. W., Elevator	1											
Kansas Milling Co.	39	54	40	7	2	2		5				
Red Star Mill, Elevator "A"	2	8	2		2							
Red Star Mill, Elevator "B"	5	3	1	1								
Otto Weiss Elevator							1	4	1			
West Side Elevator							1					
Wichita Flour Mills	1	6	1									

* See notes on p. 124.

Table compiled from reports of licensed inspectors, showing the number of cars of wheat and the grade thereof, etc.—Continued.

Name of elevator.*	Receipts in terms of carloads, Nov. 1, 1917, to July 14, 1918.						Shipments in terms of carloads, Nov. 1, 1917, to July 14, 1918.					
	Grade of wheat.						Grade of wheat.					
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sam- ple.
Wichita Falls, Texas:												
Hunt, J. C., Grain Co.-----	3	15	6	1			10	13				
Wichita Mill & Elevator Co.-----	24	235	68	26	6	3	1	22	6	2		
Winchester, Ind.:												
Goodrich Bros. Hay & Grain Co.-----		1	6	2	1			1	9	1		
Graft, C. W.-----			2									
Winfield, Kans.:												
Adams, G. C., Grain Co. (23)-----		1						9	3			
Alexander Mills Elevator (24)-----	4	17	5				6	12				
Arkansas City Mill-----					1							
Winfield Flour Mill Co.-----	27	180	47	7	3							

* The figures in parentheses following the names of elevators refer to the footnotes below, which indicate the amount of wheat, including all classes and subclasses, handled by sample or type by these elevators:

- (1) Wheat shipped on sample or type, 411 bushels.
- (2) Wheat shipped on sample or type, 1,462 bushels.
- (3) Wheat shipped on sample or type, 566 bushels.
- (4) Wheat shipped on sample or type, 6,000 bushels.
- (5) Wheat shipped on sample or type, 5,199 bushels.
- (6) Wheat received on sample or type, 30,745 bushels; shipped, 3,780 bushels.
- (7) Wheat received on sample or type, 11,819 bushels; shipped, 9,477 bushels.
- (8) Wheat received on sample or type, 300 bushels; shipped, 2,100 bushels.
- (9) Wheat received on sample or type, 2,181 bushels.
- (10) Wheat shipped on sample or type, 2,152 bushels.
- (11) Wheat received on sample or type, 5,400 bushels; shipped, 5,400 bushels.
- (12) Wheat received on sample or type, 137,201 bushels; shipped, 12,349 bushels.
- (13) Wheat received on sample or type, 309,766 bushels.
- (14) Wheat received on sample or type, 3,992 bushels.
- (15) Wheat received on sample or type, 85,730 bushels.
- (16) Wheat received on sample or type, 2,085,175 bushels; shipped, 2,202,725 bushels.
- (17) Wheat received on sample or type, 2,414,966 bushels; shipped, 2,764,289 bushels.
- (18) Wheat received on sample or type, 846 bushels.
- (19) Wheat received on sample or type, 2,492 bushels.
- (20) Wheat received on sample or type, 2,584 bushels.
- (21) Wheat received on sample or type, 446,769 bushels.
- (22) Wheat received on sample or type, 703,745 bushels.
- (23) Wheat received on sample or type, 9,593 bushels; shipped, 11,249 bushels.
- (24) Wheat received on sample or type, 60,038 bushels; shipped, 33,422 bushels.

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Grp. 4
S. R. A. Markets 45.

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF MARKETS

CHARLES J. BRAND, CHIEF.



SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 45*

WARNING.

THIS DOES NOT CONTAIN THE OFFICIAL
STANDARDS FOR OATS.

PROPOSED STANDARDS FOR OATS—NOT FINAL.

Experts of this Department who have thorough knowledge of every phase of the handling, transportation, marketing, inspection and grading of oats have carefully and exhaustively considered the comments and suggestions concerning the proposed standards which have been presented in numerous communications received and at the many public hearings and conferences held throughout the United States. These suggestions and comments were almost as varied and even conflicting as the points of view involved, which include the farmer, inspector, warehouseman, dealer, manufacturer, and consumer. The conclusion reached is that until experience demonstrates otherwise or unless some defect that can be remedied at once is shown to exist the standards set forth in the following pages are most nearly a practical solution of the many problems presented. It is believed that they are on a basis most likely to bring about the grading of oats on their merits, considering the crop as a whole and the uses to which it is put, consistent with accuracy and uniformity in all inspection markets. It is highly desirable if the standards are to be used during the next crop that they become effective on June 15, 1919. To accomplish this there remains less than a month before the formal notice required by the U. S. grain standards Act must be given. In the meantime, however, an opportunity is given to all persons interested to submit in writing suggestions along practical and constructive lines which

* Previous numbers in this series which relate to the United States grain standards Act are Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, and 44.

should be considered before the standards are adopted. Such communications should be addressed to this Bureau and must be received in Washington not later than March 12, 1919. On that date, in case this Bureau is informed in advance that any interest desires to have its views presented orally, an opportunity will be afforded for that purpose at Washington, at a time and place of which information will be furnished upon the request of any one who expects to attend. Every suggestion must show the exact change desired and must be supported by reasons. Immediately after the above date the proposed standards, with any modifications that may have been demonstrated to be necessary and practical, will be submitted to the Secretary of Agriculture for his consideration, and, if approved, for formal establishment.

CHARLES J. BRAND,
Chief of Bureau.

PROPOSED OFFICIAL GRAIN STANDARDS OF THE UNITED STATES FOR OATS.

For the purposes of the official grain standards of the United States for oats:

Section 1. **Oats.**—Oats shall be any grain which consists of cultivated oats and not more than twenty-five per centum of foreign material, other grains, and wild oats, either singly or in any combination.

Sec. 2. **Basis of determinations.**—All determinations shall be upon the basis of the lot of grain as a whole, including foreign material, other grains, and wild oats.

Sec. 3. **Percentages.**—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. **Percentage of moisture.**—Percentage of moisture in oats shall be ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, except that the graduated measuring cylinder used shall be that described in Department of Agriculture Bulletin No. 56; or such percentage shall be ascertained by any device and method giving equivalent results.

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Sec. 5. **Test weight per bushel.**—Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

NOTE.—Under rules and regulations prescribed pursuant to the United States grain standards Act, licensed inspectors will be required to state in all certificates issued by them for oats the test weight per bushel in terms of whole and half pounds. A fraction of a pound when equal to or greater than a half will be treated as a half, and when less than a half will be disregarded.

Sec. 6. **Foreign material.**—Foreign material shall be all matter other than cultivated oats, except other grains, and wild oats, and shall include oat clippings.

Sec. 7. **Other grains.**—Other grains shall include wheat, corn, rye, barley, emmer, spelt, einkorn, grain sorghums, rice, cultivated buckwheat, and flaxseed, only.

Sec. 8. **Sound cultivated oats.**—Sound cultivated oats shall be all grains of cultivated oats which are not heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

Sec. 9. **Heat damaged grains.**—Heat damaged grains shall be grains and pieces of grains of cultivated oats, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Sec. 10. **Bleached oats.**—Bleached oats shall be oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not bleached, and there shall be added to, and made a part of, the grade designation the word "bleached."

Sec. 11. **Clipped oats.**—Clipped oats shall be oats which have the general appearance of having had the ends removed by an oat clipper. Clipped oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not clipped, and there shall be added to, and made a part of, the grade designation the word "clipped."

Sec. 12. **Color classification.**—Oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, as the case may be, according to the grade requirements set forth in section 13, and there shall be added to and made a part of such designation the word white, red, gray, black, or mixed, according to the color of such oats, as the case may be. Yellow oats shall be graded and designated as white oats. Oats shall be white, red, gray, or black, respectively, when they consist of oats of such color, and not more than ten per centum of cultivated and wild oats of other colors, either singly or in any combination. Mixed oats shall be all other oats.

Sec. 13. See tabulated and abridged table.

Sec. 14. **Food and Drugs Act.**—Nothing herein shall be construed as authorizing the adulteration of oats by the addition of water, the admixture of oat clippings, decomposed salvage oats, other grains, or any other foreign material, or otherwise, in violation of the Food and Drugs Act of June 30, 1906.

TABULATION OF PROPOSED GRADE REQUIREMENTS FOR WHITE, RED, GRAY, BLACK, MIXED, BLEACHED, AND CLIPPED OATS.

(Section 13 tabulated and abridged.)

Grade.	Condition and general appearance ^a	Minimum test weight per bushel.	Sound cultivated oats not less than	Heat damaged (oats or other grains)	Foreign material	Wild oats	Other colors, cultivated and wild oats
		Pounds.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1 ^a	Shall be cool and sweet, and of good color-----	32	98	0.1	2	2	2 ^b
2	Shall be cool and sweet, and may be slightly stained-----	29	95	0.3	2	3	5 ^c
3	Shall be cool and sweet, and may be stained or slightly weathered-----	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered, or badly stained-----	23	80	6	5	10	10
*Sample Grade							

Not to exceed

* Sample Grade—Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively, which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

^a In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

^b 4% of other colors allowed in No. 1 red, gray, or black oats. This column does not apply to mixed oats.

^c 10% of other colors allowed in No. 2 red, gray, or black oats.

^d The percentage of moisture in grades Nos. 1, 2, and 3 shall not exceed 14, and in grade No. 4 shall not exceed 16.

NOTE.—It will be noted that no limits are specifically stated for damage other than heat and other grains. These are taken care of by the minimum requirement for "Sound Cultivated Oats" in each grade. The following examples illustrate the application of the tabulation:

1. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98% "sound cultivated oats." The remaining 2% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2% is that not more than 1/10 of 1% may be heat damaged.

2. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90% "sound cultivated oats." The remaining 10% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1% heat damaged, 3% foreign material or 5% wild oats.

Sec. 5. Test weight per bushel.—Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

NOTE.—Under rules and regulations prescribed pursuant to the United States grain standards Act, licensed inspectors will be required to state in all certificates issued by them for oats the test weight per bushel in terms of whole and half pounds. A fraction of a pound when equal to or greater than a half will be treated as a half, and when less than a half will be disregarded.

Sec. 6. Foreign material.—Foreign material shall be all matter other than cultivated oats, except other grains, and wild oats, and shall include oat clippings.

Sec. 7. Other grains.—Other grains shall include wheat, corn, rye, barley, emmer, spelt, einkorn, grain sorghums, rice, cultivated buckwheat, and flaxseed, only.

Sec. 8. Sound cultivated oats.—Sound cultivated oats shall be all grains of cultivated oats which are not heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

Sec. 9. Heat damaged grains.—Heat damaged grains shall be grains and pieces of grains of cultivated oats, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Sec. 10. Bleached oats.—Bleached oats shall be oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not bleached, and there shall be added to, and made a part of, the grade designation the word "bleached."

Sec. 11. Clipped oats.—Clipped oats shall be oats which have the general appearance of having had the ends removed by an oat clipper. Clipped oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not clipped, and there shall be added to, and made a part of, the grade designation the word "clipped."

Sec. 12. Color classification.—Oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, as the case may be, according to the grade requirements set forth in section 13, and there shall be added to and made a part of such designation the word white, red, gray, black, or mixed, according to the color of such oats, as the case may be. Yellow oats shall be graded and designated as white oats. Oats shall be white, red, gray, or black, respectively, when they consist of oats of such color, and not more than ten per centum of cultivated and wild oats of other colors, either singly or in any combination. Mixed oats shall be all other oats.

Sec. 13. See tabulated and abridged table.

Sec. 14. Food and Drugs Act.—Nothing herein shall be construed as authorizing the adulteration of oats by the addition of water, the admixture of oat clippings, decomposed salvage oats, other grains, or any other foreign material, or otherwise, in violation of the Food and Drugs Act of June 30, 1906.

TABULATION OF PROPOSED GRADE REQUIREMENTS FOR WHITE, RED, GRAY, BLACK, MIXED, BLEACHED, AND CLIPPED OATS.

(Section 13 tabulated and abridged.)

Grade.	Condition and general appearance ^d	Minimum test weight per bushel.	Sound cultivated oats not less than	Heat damaged (oats or other grains)	Foreign material	Wild oats	Other colors, cultivated and wild oats
		Pounds.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1 ^a	Shall be cool and sweet, and of good color-----	32	98	0.1	2	2	2 ^b
2	Shall be cool and sweet, and may be slightly stained-----	29	95	0.3	2	3	5 ^c
3	Shall be cool and sweet, and may be stained or slightly weathered-----	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered, or badly stained-----	23	80	6	5	10	10
*Sample Grade							

Not to exceed

* Sample Grade—Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively, which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

^a In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

^b 4% of other colors allowed in No. 1 red, gray, or black oats.

^c 10% of other colors allowed in No. 2 red, gray, or black oats.

^d The percentage of moisture in grades Nos. 1, 2, and 3 shall not exceed 14, and in grade No. 4 shall not exceed 16.

NOTE.—It will be noted that no limits are specifically stated for damage other than heat and other grains. These are taken care of by the minimum requirement for "Sound Cultivated Oats" in each grade. The following examples illustrate the application of the tabulation:

1. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98% "sound cultivated oats." The remaining 2% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2% is that not more than 1/10 of 1% may be heat damaged.

2. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90% "sound cultivated oats." The remaining 10% may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1% heat damaged, 3% foreign material or 5% wild oats.

United States Department of Agriculture

BUREAU OF MARKETS,

CHARLES J. BRAND, CHIEF.



SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 46.¹

OFFICIAL GRAIN STANDARDS OF THE UNITED STATES
FOR OATS.

MARCH 14, 1919.

Honorable D. F. Houston,
Secretary of Agriculture.

SIR: I have the honor to transmit herewith a draft of an order fixing, establishing, promulgating, and giving public notice of, the official grain standards of the United States for oats under the United States grain standards Act of August 11, 1916 (39 U. S. Statutes at Large, page 482). It is recommended that they be fixed, established, promulgated, and published as the official grain standards of the United States for oats pursuant to the authority conferred on you by said Act, to be in force and effect on and after June 16, 1919, or until altered or modified hereafter by the Secretary of Agriculture, under the Act.

It is desirable that the new standards become effective not later than June 16, 1919, in order that they may be applied as nearly as possible at the beginning of the new crop movement.

Very respectfully,

CHARLES J. BRAND,
Chief, Bureau of Markets.

Approved:
WM. M. WILLIAMS, *Solicitor.*

ORDER ESTABLISHING OFFICIAL GRAIN STANDARDS OF THE UNITED
STATES FOR OATS.

Pursuant to the authority vested in the Secretary of Agriculture by the United States grain standards Act, approved August 11, 1916 (39 U. S. Statutes at Large, page 482), I, David F. Houston, Secretary of Agriculture, do hereby fix, establish, promulgate, and give public

¹ Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 and 45.

notice of, standards of quality and condition for oats, as hereinafter described, which shall become effective on the sixteenth day of June, nineteen hundred and nineteen.

OFFICIAL GRAIN STANDARDS OF THE UNITED STATES FOR OATS.

For the purposes of the official grain standards of the United States for oats:

SECTION 1. *Oats*.—Oats shall be any grain which consists of cultivated oats and not more than twenty-five per centum of foreign material, other grains, and wild oats, either singly or in any combination.

SEC. 2. *Basis of determinations*.—All determinations shall be upon the basis of the lot of grain as a whole, including foreign material, other grains, and wild oats.

SEC. 3. *Percentages*.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

SEC. 4. *Percentage of moisture*.—Percentage of moisture in oats shall be ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, except that the graduated measuring cylinder used shall be that described in Department of Agriculture Bulletin No. 56; or such percentage shall be ascertained by any device and method giving equivalent results.

SEC. 5. *Test weight per bushel*.—Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

NOTE.—Under rules and regulations pursuant to the United States grain standards Act, licensed inspectors will be required to state in all certificates issued by them for oats the test weight per bushel in terms of whole and half pounds. For this purpose a fraction of a pound when equal to or greater than a half will be treated as a half, and when less than a half will be disregarded.

SEC. 6. *Foreign material*.—Foreign material shall be all matter other than grains and pieces of grains of cultivated oats, except other grains and wild oats, and shall include oat clippings.

SEC. 7. *Other grains*.—Other grains shall include wheat, corn, rye, barley, emmer, spelt, Einkorn, grain sorghums, rice, cultivated buckwheat, and flaxseed, only.

SEC. 8. *Sound cultivated oats*.—Sound cultivated oats shall be all grains and pieces of grains of cultivated oats which are not heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

SEC. 9. *Heat damaged grains*.—Heat damaged grains shall be grains and pieces of grains of cultivated oats, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

SEC. 10. *Bleached oats*.—Bleached oats shall be oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not bleached, and there shall be added to, and made a part of, such grade designation the word "bleached."

SEC. 11. *Clipped oats*.—Clipped oats shall be oats which have the general appearance of having had the ends removed by an oat clipper. Clipped oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not clipped, and there shall be added to, and made a part of, such grade designation the word "clipped."

SEC. 12. *Color classification*.—All oats shall be designated in accordance with section 13 hereof as white, red, gray, black, or mixed, according to the color of the oats, as the case may be. For the purposes of this section white oats include yellow oats. Oats shall be white, red, gray, or black, respectively, when they consist of oats of of-such color, and not more than ten per centum of other colors of cultivated and wild oats, either singly or in any combination. Mixed oats shall be all other oats.

SEC. 13. *Grades*.—All oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, white, red, gray, black, or mixed, as the case may be, according to the respective requirements thereof as specified in this section, except that in the case of mixed oats the requirements as to the maximum percentages of other colors shall be disregarded.

No. 1

(a) shall be cool and sweet and of good color, except in the case of No. 1 white which shall be of good white or creamy white color;

(b) shall have a test weight per bushel of at least thirty-two pounds;

(c) shall contain not less than ninety-eight per centum of sound cultivated oats;

(d) may contain not more than two per centum of matter other than sound cultivated oats, which two per centum may include not more than one-tenth of one per centum of heat damaged grains;

(e) may contain not more than four per centum of other colors of cultivated and wild oats, either singly or in any combination, except

in the case of No. 1 white which may contain not more than two per centum; and

(f) shall not contain more than fourteen and one-half per centum of moisture.

No. 2

(a) shall be cool and sweet, and may be slightly stained;

(b) shall have a test weight per bushel of at least twenty-nine pounds;

(c) shall contain not less than ninety-five per centum of sound cultivated oats;

(d) may contain not more than five per centum of matter other than sound cultivated oats, which five per centum may include not more than three-tenths of one per centum of heat damaged grains, not more than two per centum of foreign material, or not more than three per centum of wild oats;

(e) in the case of No. 2 white may contain not more than five per centum of other colors of cultivated and wild oats, either singly or in any combination; and

(f) shall not contain more than fourteen and one-half per centum of moisture.

No. 3

(a) shall be cool and sweet and may be stained or slightly weathered;

(b) shall have a test weight per bushel of at least twenty-six pounds;

(c) shall contain not less than ninety per centum of sound cultivated oats;

(d) may contain not more than ten per centum of matter other than sound cultivated oats, which ten per centum may include not more than one per centum of heat damaged grains, not more than three per centum of foreign material, or not more than five per centum of wild oats; and

(e) shall not contain more than fourteen and one-half per centum of moisture.

No. 4

(a) shall be cool, and may be musty, weathered, or badly stained;

(b) shall have a test weight per bushel of at least twenty-three pounds;

(c) shall contain not less than eighty per centum of sound cultivated oats;

(d) may contain not more than twenty per centum of matter other than sound cultivated oats, which twenty per centum may include not more than six per centum of heat damaged grains, not more than five per centum of foreign material, or not more than ten per centum of wild oats; and

(e) shall not contain more than sixteen per centum of moisture.

SAMPLE GRADE

shall be oats which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are sour, heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

SEC. 14. *Food and Drugs Act*.—Nothing herein shall be construed as authorizing the adulteration of oats by the addition of water, by the admixture of clippings or hulls, decomposed salvage oats, other grains, or any other foreign material, or otherwise, in violation of the Food and Drugs Act of June 30, 1906.

In testimony whereof I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed in the District of Columbia this fifteenth day of March, nineteen hundred and nineteen.



D. F. Houston

Secretary of Agriculture.

APPENDIX.

Tabulation of grade requirements for white, red, gray, black, mixed, bleached, and clipped oats.

[Section 13 tabulated and abridged.]

Grade.	Condition and general appearance. ¹	Minimum test weight per bushel.	Sound cultivated oats not less than—	Heat damaged (oats or other grains).	Foreign material.	Wild oats.	Other colors, cultivated and wild oats.
Not to exceed—							
		<i>Pounds.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
2 ¹	Shall be cool and sweet, and of good color.....	32	98	0.1	2	2	2
2	Shall be cool and sweet, and may be slightly stained.....	29	95	.3	2	3	5
3	Shall be cool and sweet, and may be stained or slightly weathered.....	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered, or badly stained.....	23	80	6	5	10	10
Sample grade.	Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively, which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, sour, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.						

¹ The percentage of moisture in grades Nos. 1, 2, and 3 shall not exceed 14½, and in grade No. 4 shall not exceed 16.

² In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

³ 4 per cent of other colors allowed in No. 1 red, gray, or black oats. This column does not apply to mixed oats.

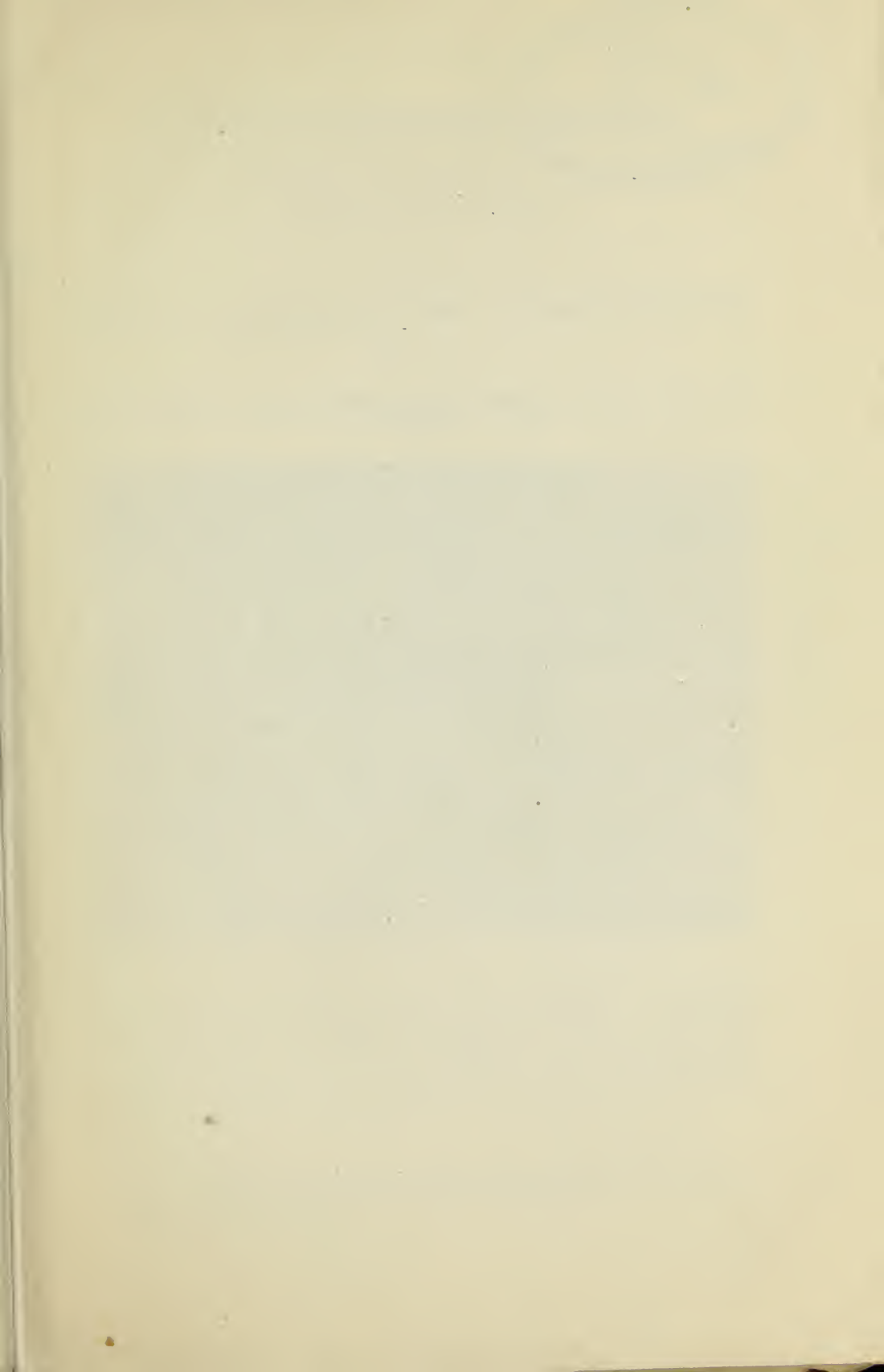
⁴ 10 per cent of other colors allowed in No. 2 red, gray, or black oats.

Note.—It will be noted that no limits are specifically stated for damage other than heat and for other grains. These are taken care of by the minimum requirement for "sound cultivated oats" in each grade. The following examples illustrate the application of the tabulation:

a. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98 per cent "sound cultivated oats." The remaining 2 per cent may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2 per cent is that not more than one-tenth of 1 per cent may be heat damaged.

b. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90 per cent "sound cultivated oats." The remaining 10 per cent may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1 per cent heat damaged, 3 per cent foreign material or 5 per cent wild oats.

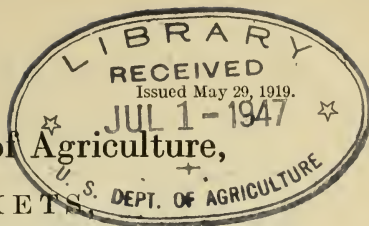
c. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 4, must contain 80 per cent "sound cultivated oats." The remaining 20 per cent may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 6 per cent heat damaged grains, 5 per cent foreign material or 10 per cent wild oats. The amount of these factors present can not be added so as to permit 21 per cent, since grade No. 4 must contain at least 80 per cent "sound cultivated oats."



United States Department of Agriculture,

BUREAU OF MARKETS,

CHARLES J. BRAND, CHIEF.



SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 47.¹

THE COUNTRY GRAIN DEALER AND FEDERAL GRAIN SUPERVISION.



SECURING A REPRESENTATIVE SAMPLE FROM A CARLOAD OF GRAIN.

FIG. 1.—Many country dealers, in order to check the terminal inspection, secure samples of their grain before making shipment to the large markets. A representative sample is necessary in determining the proper grade of a lot of grain. The illustration shows the grain sampler taking the fourth probe of the carload. The contents of the first three probes may be seen on the sampling cloth lying on the surface of the grain at the right. At least five probes and as many more as may be necessary, taken from different parts of the car, to secure a representative sample, are recommended by the Federal Grain Supervisors.

¹ Previous numbers in this series which relate to the United States grain standards Act are Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 46.

COUNTRY GRAIN DEALERS AND FEDERAL GRAIN SUPERVISION.¹

Information of General Interest to Grain Dealers, Elevator Operators, and Millers at Interior Points, Showing Relation of Their Business Transactions to the United States Grain Standards Act.

Grain dealers and millers who are located at country points are afforded certain advantages or protection in the matter of grain grading under the provisions of the United States grain standards Act. Investigations of complaints on the part of interior dealers by the Bureau of Markets have shown that these privileges are not often taken advantage of, because the man at the country point, away from the large markets, has not acquainted himself with them.

The purpose of the Act is to provide for the establishment of a single set of standards of quality and condition for the various grains, and to provide for their uniform application to the shipments of grain by grade in interstate and foreign commerce. The Act specifically prohibits the use of any other grades whatsoever for any grain which comes under its requirements. Up to the present time standards for wheat and shelled corn have been established under the provisions of the Act, which involves a discontinuance of other standards for these grains when the grain moves in interstate commerce pursuant to a transaction by grade. Oats standards have been promulgated to become effective on and after June 16, 1919.

To enforce the provisions of the Act and to supervise the inspection of grain, in order that the Federal grades may be uniformly and properly applied, a Federal Grain Supervision service has been created in the Bureau of Markets of the United States Department of Agriculture.

FEDERAL SUPERVISION, NOT INSPECTION.

An erroneous impression sometimes prevails that the grain standards Act provides for direct Federal inspection by Federal employees. This is not the case. The actual inspection and grading of grain is done by inspectors licensed for that purpose by the Secretary of Agriculture. The licensed inspectors are not Government employees; they operate independently, depending upon the fees collected for their services, or they are in the employ of a State inspection department, a grain exchange, or some other local organization.

The inspection and grading of grain by these licensed inspectors under the grain standards Act is supervised by Grain Supervisors stationed at branch offices of the Bureau of Markets, which are located at certain large market centers. Each branch office is the headquar-

¹ This publication has been prepared by R. H. Brown and F. G. Smith, Grain Supervisors, in order to supply in convenient form information on some of the numerous questions relating to Federal grain supervision, which are being asked constantly by the grain trade.

ters for a supervision district, and the Grain Supervisor in charge of the branch office has jurisdiction over all inspectors located in his district. The Grain Supervisor and his assistants check up the accuracy of the work of the licensed inspectors by personal visits with the inspectors, by sampling and grading independently lots of grain which have been inspected, and by hearing appeals from the grading of inspectors. It is impracticable, if not impossible, for the Supervisor to see every inspection of the hundreds of thousands made by all licensed inspectors and to check the correctness of each individual inspection.

Federal Grain Supervisors, whenever conditions permit, visit mills and elevators in their districts. It should be remembered, however, that under the Act the actual inspection and grading of grain is performed in the first instance by the licensed grain inspector. It is without the jurisdiction of the officers of the United States Department of Agriculture to place an original grade or inspection upon any grain until it has first been inspected and graded by a licensed inspector, or unless it involves a dispute on uninspected grain shipped between noninspection points which has been properly referred to the Secretary of Agriculture for the determination of the true grade. Therefore, samples for original grading should not be sent to a Federal Grain Supervisor, but to a licensed grain inspector.

COUNTRY POINT TRANSACTIONS—HOW TO HAVE SAMPLES GRADED.

In transactions which are for the most part in less than carload lots and involve the sale of wheat, shelled corn, or oats by farmers to interior dealers or millers, where the movement is wholly within the State, the Act does not specifically apply, and so the department is without authority to supervise the inspection and grading of the grain unless it has been inspected by a licensed inspector. Country dealers and farmers, however, can learn the essential features of grading according to the Federal grades, and with the necessary equipment can apply the standards to their grain with reasonable accuracy. (See page 20.)

If the country dealer and the farmer, however, are unable to agree upon the grade of the grain involved in a country point transaction, they may agree upon a representative sample. By mailing to a licensed inspector a sample of the size and kind described in the rules and regulations of the Secretary of Agriculture, anyone may learn just how that particular sample is graded according to the official grain standards. It is possible, at a small expense, to have a sample of wheat, or shelled corn, or oats officially inspected and graded by a licensed inspector. The sample submitted to the licensed inspector should be at least two quarts in size, of which at least $1\frac{1}{2}$ pints is inclosed in a clean air-tight container, and the remainder, if any, in a clean cloth sack. The grade and the dockage, if any, of the par-

ticular sample will be determined in the same way as for samples graded at the market centers. The original inspection of samples, like the original inspection of large lots of grain, is done by licensed grain inspectors. In case a sample is mailed in interstate commerce to a licensed inspector, and the interested parties are dissatisfied with

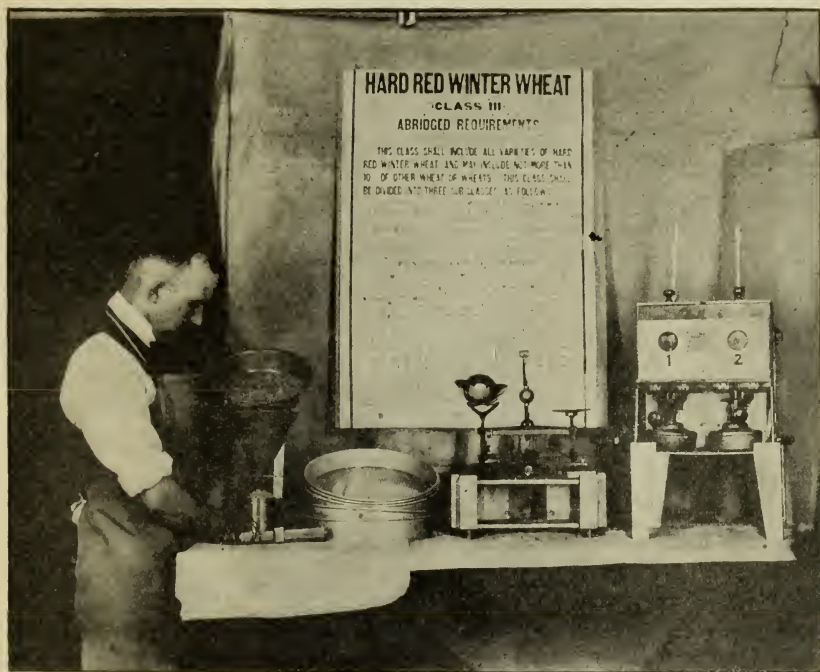


FIG. 3.—The picture illustrates a corner in the office of a country elevator or mill which is equipped to apply the Federal grades for wheat, corn, and oats. It is not necessary to test every sample for all of the factors in the standards. An experienced grain man can usually determine at once what factors will make the grade on any particular sample and will make his test on the one or more factors which are necessary on that sample. The kettle of the "tester" is filled from the hopper in determining the weight per bushel. Besides the weight per bushel tester, there is shown a complete set of sieves, a scale for weighing samples and separations, and a two-compartment moisture tester. A table of the abridged grade requirements for Hard Red Winter wheat is shown on the wall for ready reference. As many terminal market inspection departments have discarded the "car inspection" and prefer "office inspection," so many country dealers are discarding "wagon inspection" for "office inspection."

the grade assigned to the sample by the inspector, they may take an appeal to the Federal Grain Supervisor in the same way as in the case of large lots of grain.

The offices of Federal Grain Supervision of the Bureau of Markets do not inspect and grade wheat, shelled corn, or oats for private parties, except in case of an appeal or dispute properly referred to the department for determination of the true grade. A service that the offices of Federal Grain Supervision may render, however, is to

give those who wish to have samples inspected and graded the names of the nearest inspectors and advise them regarding the correct method of taking and sending samples. Such persons should communicate, therefore, with the nearest grain supervision office for the necessary information.

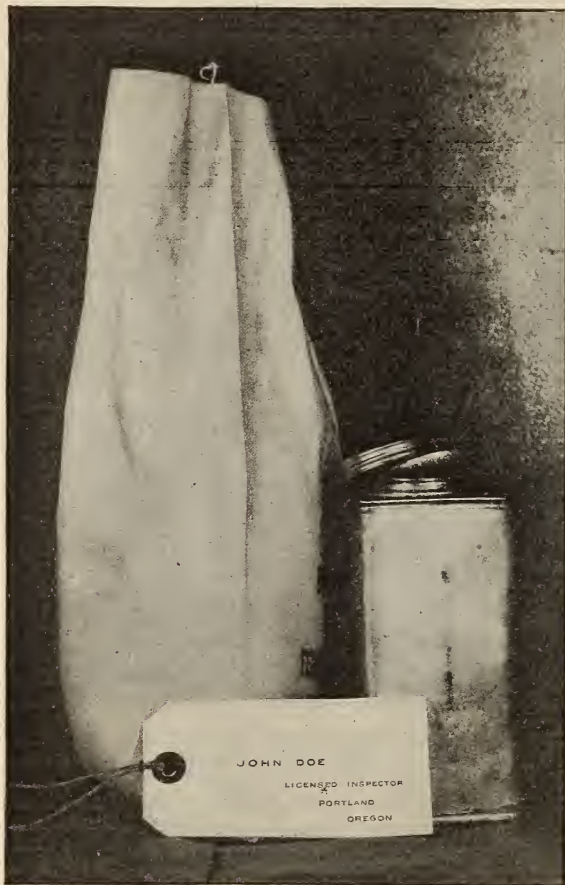


FIG. 4.—Grain sample ready for mailing to an inspector. Samples of grain, at least two quarts in size, of which $1\frac{1}{2}$ pints is in a clean air-tight container, may be mailed in a clean cloth sack to any licensed grain inspector, who will inspect and certificate the grade of the sample. The illustration shows a sample of wheat ready for mailing. The air-tight container is sealed by screwing on the lid. It is then placed in the sack with the remainder of the sample, and the tag is tied at the top.

There is no prescribed fee for having a sample inspected and graded; the rules and regulations of the Secretary prescribe, however, that inspection charges must be "reasonable," and there must be no unfair discrimination. Therefore, the fee should be ascertained by writing to the inspector.

When a grade is established for a sample sent to an inspector, the certificate returned by the inspector specifically states that the grade assigned applies only to the sample. That is, the grade does not apply to the entire amount of grain from which the sample was taken. While the sample may represent such grain, provided the sample was taken

according to the instructions given by the Federal Grain Supervision Office, the inspector is not permitted to certify to the grade of anything but the sample itself, unless he personally secured the sample, or unless the sample is secured by a grain sampler acting for him. There is nothing, however, to prevent the country dealer and the

farmer agreeing for themselves that the sample is representative and that the grade of that sample shall apply to the entire lot of grain as their basis of settlement.

SHIPPING UNINSPECTED GRAIN.

Wheat, shelled corn, and oats are often shipped in interstate commerce between points at which there are no licensed grain inspectors. The grade for the purpose of such shipment is often determined and assigned by either the shipper or the receiver, so that there is no check either by a licensed inspector or by a grain supervision office on the correctness of the grade assigned. In such cases the owner or seller may write a letter, or issue a statement signed by himself as owner, or seller of the grain, guaranteeing the grade to be correct according to the Federal standards. However, the party assigning the grade in such cases is not permitted to issue an inspection certificate. Certification of grades of grain shipped interstate, according to the Federal standards, is confined, under the Act, to licensed inspectors.

Attention is here called to the fact that if a licensed inspector is located either at the point of shipment or at the destination of the shipment, and the wheat, shelled corn, or oats be sold by grade, the grain must, under the Act, be inspected by a licensed inspector, and it is a violation of the Act if the sale is made by grade unless this is done, provided the grain moves in interstate commerce.

DETERMINING WHETHER FEDERAL GRADES ARE CORRECTLY APPLIED.

In many cases country dealers desire to know the correctness with which they are applying the Federal grades to interstate shipments of grain, but are not in sufficiently close proximity to persons authorized to inspect, grade, and certificate the grain, to obtain official inspection. There are two methods by which they can secure this information.

First. If there is a disagreement as to the grade assigned by one of the parties to the transaction, they, or either of them, have the right to refer the dispute as to the grade to the Federal Grain Supervisor of the district in which the grain is located, for a determination of the correct grade.

Second. Should there be no disagreement, but the parties desire the judgment of a licensed inspector, they may agree on a sample as representative of the grain in question, and mail the sample to a licensed inspector or organized grain inspection department for grading. The Department of Agriculture has provided that the licensed inspectors may inspect and grade samples submitted to them by persons interested in the transaction, provided the grade certificate refers only to the sample submitted. In cases where the sample moves in interstate commerce, an appeal may be taken from the licensed in-

**Sample
Inspection**

Grain Inspection Certificate

No. *Original*

Name of organization or inspector

Name of city

Name of state

19

I Hereby Certify that I hold a license under the United States grain standards Act to inspect and grade the kind of grain covered by this certificate; that on the above date I inspected and graded the following lot or parcel of grain; and that the grade thereof, according to the official grain standards of the United States, is that stated below:

Sample identified as

Kind

Amount of sample

Turnished and represented by

as having been taken from

Grade of sample

Analysis

The grade assigned in this certificate applies only to the sample described.

Licensed Inspector

FIG. 5.—Form of certificate for inspection of samples by licensed inspectors. This form of grain inspection certificate is approved by the Department of Agriculture for independent inspectors, inspectors employed by chambers of commerce or other organizations, or State inspection departments; to be used in the grading of samples of grain only. This differs somewhat from the forms approved for inspection of carload lots where the sample is drawn by the inspector himself or under his supervision.

spector's grade to the Federal Grain Supervisor of the district where the sample is graded. The parties may, however, agree that the sample is representative and that the grade assigned to it shall apply to the entire lot of the grain.

The parties to the transaction may have the sample graded by the inspector regardless of whether or not the grain is shipped in interstate commerce, but an appeal taken on the inspector's grading of the sample or the handling of disputes on uninspected grain through the Federal grain supervision offices, as noted above, can only be done in case the grain is involved in an interstate or foreign shipment.

SUGGESTIONS FOR INTERIOR DEALERS BUYING FROM TERMINAL MARKETS.

When buying grain shipped in interstate commerce from a large market or inspection point, the purchaser has certain guarantees under the Act. As grain dealers become better informed as to the quality and condition of the grain falling within each of the Federal grades and a closer application of the standards by licensed inspectors prevails under the supervision of the department, the competition between markets will tend to be more exactly on the same basis as to quality and condition of grain falling within any one of the grades of the Federal standards, and purchasers will be assured in most cases of a similar quality of grain, no matter where the purchase is made, if purchased under a specific grade of the Federal standards.

No sale for shipment in interstate commerce from or to an inspection point may be made by grade, unless the grain is inspected and graded according to the Federal standards by a licensed inspector.

The interior shipper, located at a noninspection point and buying on the basis of official inspection at the market, is entitled to an inspection certificate covering such shipments. The grain standards Act provides that no person shall represent that any grain inspected, sold and shipped by grade in interstate commerce, is of grade other than that shown on an official inspection certificate issued in compliance with the Act for that grain.

Therefore, when grain is sold and shipped by grade from one State to or through another State, either from or to a place at which there is a licensed grain inspector, it must be graded by such an inspector; and the grain standards Act forbids the shipment of such grain by grades other than those established by the Secretary of Agriculture, and dealers are prohibited by the Act from invoicing the grain or referring to it in commercial papers as being of a grade other than the one evidenced in the official inspection certificate issued therefor showing its grade at the time and place involved.

HOW TO TAKE AN APPEAL ON INSPECTED GRAIN: TAKING AN APPEAL AT POINT OF SHIPMENT.

If a purchaser of grain at an interior point desires to take an appeal on any of the inspections made of shipments before leaving the large market or place of inspection, he or his agent in the market may do so prior to the close of business on the second business day after the day of the inspection, provided the grain has not left the place of inspection; or, he may submit in advance to the Federal Grain Supervisor in the market such information as will enable the Supervisor to proceed with an examination of the grain involved after the inspection is made. Thus, if in the purchaser's opinion or in the opinion

No. _____	
ORIGINAL.	
GRAIN INSPECTION CERTIFICATE.	
----- Name of organization or inspector.	
----- Name of city.	-----, 19____ Name of State.
<p>I HEREBY CERTIFY that I hold a license under the United States grain standards act to inspect and grade the kind of grain covered by this certificate; that on the above date I inspected and graded the following lot or parcel of grain; and that the grade thereof, according to the official grain standards of the United States, is that stated below:</p>	
Car initials.-----	Car No.-----Location-----
Amount-----	Kind-----
Grade-----	
Analysis-----	

<p>This certificate is valid for "in" inspection, but not for "out" inspection, except when shipment is made in same car not later than close of second business day after date hereof and without removal of grain or any change in its identity.</p>	
----- Licensed Inspector.	

FIG. 6.—Form of certificate for inspection of carload lots by licensed inspectors. This form of grain inspection certificate is typical of that which may be used by licensed inspectors in the grading of carload lots of grain arriving at an inspection point, except in the case of heavily loaded cars. It differs somewhat from the forms approved for the inspection of samples of grain, as such, which are submitted by a party or parties interested in a transaction. Another form, known as an "out" inspection certificate, is used for cars loaded in a market for shipment.

of his agent in the market, the grade assigned by the licensed inspector does not conform to the Federal standards, he or his agent for him has the right to refer such matters to the Department by taking an appeal to the Secretary of Agriculture to determine the true grade.

In case any one of the parties interested in the transaction objects to the local Federal Grain Supervisor's grade he has the right of "board appeal" to the final Board of Review located at Chicago. The objection must be filed with the local Supervisor before the close of the next business day after the issuance of the Federal grade memorandum by the Supervisor. The Federal Grain Supervisor transmits the sample and all papers immediately to the Board of Review and the Board advises the Supervisor by telegraph upon receipt of the sample its determination of the correct grade. The Supervisor in turn advises all the interested parties of the grade assigned in the final grade memorandum, by telegraph if necessary. This gives all interested parties in transactions under the Act the right of "board appeal" from any point in the United States to one final Board of Review.

If the grain involves an intrastate shipment and an appeal can not be entertained by the Secretary under section 6 of the grain standards Act, the purchaser may submit specific information to the Federal Grain Supervisor as to the work of the particular licensed inspector, which will enable the department to proceed with an investigation to determine whether the inspector is properly grading the grain according to the Federal grades. However, any action the department might take as the result of this investigation would not affect the inspection and grading of the grain for that particular shipment and hence would not necessarily affect the parties to the transaction, but action would lie solely between the department and the licensed inspector involved.

The cost of an appeal is \$3 per car, if the inspector's grade is not changed, but if the grade is changed and the dealer's contention in the appeal that the grain was incorrectly inspected is sustained, there is no charge to the dealer taking the appeal, and the advance deposit of the fee is refunded.

HOW TO FILE A DISPUTE ON UNINSPECTED GRAIN.

Grain is often shipped in interstate commerce from and to interior points where no licensed inspectors are located, and the grade assigned by either the shipper or the receiver. Any disagreement as to the grade assigned by one of the interested parties to such shipments when referred to the Secretary of Agriculture to determine the true grade of the grain, is called a dispute under the rules and regulations of the Secretary.

Procedure in filing a dispute is similar to that followed in taking an appeal. A small fee is charged, including traveling expenses of the officer of the department from the nearest Office of Federal Grain Supervision. Traveling expenses can be eliminated if the buyer and seller agree upon a representative sample obtained by either one of

them or a third party and submit the samples to the Office of Federal Grain Supervision in the district in which the grain is located at the time of referring the dispute. This sample should be at least two quarts in size and should be mailed in a clean cloth sack with at least $1\frac{1}{8}$ pints inclosed in an air-tight container.

The method of referring a dispute and submitting samples to the Secretary of Agriculture will be found in regulations 4 and 5 of the rules and regulations of the Secretary under the grain standards Act (Office of the Secretary Circular No. 70, which is available for free distribution).


U.S.G.S.A. Form No. 1a.		COPY	OFFICE OF FEDERAL GRAIN SUPERVISION
	GRADE MEMORANDUM		
	Appeal No.		
	United States Department of Agriculture BUREAU OF MARKETS		
<p><i>I certify that, in compliance with regulation 3, section 22, paragraph 1, of the rules and regulations of the Secretary of Agriculture under the United States grain standards Act of August 11, 1916 (39 Stat., 482), the grade shown below has been assigned by me to the grain located at _____ on _____ and identified as follows: _____ Amount _____ Kind _____ Grade _____</i></p> <p><i>This grade memorandum supersedes _____</i></p> <p><i>Unless objection be filed, in accordance with section 23 of the aforesaid regulation, prior to the close of business on the next business day following the issuance hereof, this grade memorandum will be the final grade memorandum, and thereafter, in due course, proposed findings will be transmitted to the Secretary of Agriculture.</i></p> <p style="text-align: right; margin-top: 20px;">----- Grain Supervisor.</p>			

FIG. 7.—Miniature form of grade memorandum issued by the district Grain Supervisor. This memorandum is issued only when an appeal from the licensed inspector's grading has been entertained; it supersedes the inspection certificate issued for the inspection appealed from. Any interested party who objects to the grade assigned by the district supervisor may, up to the close of business on the day following the issuance of this memorandum, take a "board appeal" to the Board of Review at Chicago. The Board's memorandum becomes the final grade memorandum.

APPEALING BY PURCHASER BEFORE SHIPMENT, AS A CHECK.

Grain firms sometimes make a large purchase on a contract where the nature of the purchase is such that the grade of the grain should be very accurately established. They have adopted, in these cases, the practice of taking appeals on all of the corn, wheat, or oats shipped to them interstate from the market under the Act, believing that the

protection received through the appeal to the department is desirable even though it may turn out that the grain is correctly graded by the licensed inspector. These conditions apply in the same way to such grain shipped interstate for sale in the market where it is inspected.

EXAMPLE ILLUSTRATES PROTECTION TO INTERIOR PURCHASER OR SELLER.

A specific example will illustrate how an interior purchaser of grain from a market may secure protection under the United States grain standards Act. An interior miller in a southeastern State purchased 10,000 bushels of shelled corn to be shipped from a market in another State. He wished the corn to be correctly graded according to his contract, as it was necessary that the grain should reach him in good condition, in order that it might be used for filling a special contract for meal. Therefore, he communicated with some person or firm whom he wished to represent him to act as his agent in the market in which the corn was purchased, and instructed his agent to communicate with the Office of Federal Grain Supervision and to take an appeal from the licensed inspector's grade should any grain be applied on the contract which the agent deemed not correctly graded according to the Federal standards.

Should a miller have no representative whom he wishes to handle an appeal for him, the person or firm from whom he purchases the grain may act as his agent, for the seller may eliminate controversy by having the true grade determined in advance of making shipment to an interior point.

Another method followed by some buyers is to provide by contract to make settlement on the basis of the grade memorandum issued by the Federal Grain Supervisor. The procedure in these cases is that an appeal is called by the seller on every car loaded to apply on the contract, and the Federal grade memoranda supersede the licensed grain inspector's certificates for the purposes of that transaction.

No delay in the movement of grain will occur due to the taking of an appeal to the Office of Federal Grain Supervision, as the sampling of the grain is promptly done by the department. In case the purchaser of the grain wishes to take an appeal and has no representative to act as his agent in the terminal market, and the shipper does not do so, the purchaser can communicate by telegraph, telephone, or letter to the Office of Federal Grain Supervision in the terminal market in advance of the actual shipment of the grain, giving the Supervisor sufficient information to enable him to proceed to examination of the grain when loaded.

The procedure followed in filing an appeal will be found in regulation 3 of the rules and regulations of the Secretary of Agriculture under the grain standards Act (Office of the Secretary, Circular No. 70, available for free distribution).

ORIGINAL



UNITED STATES GRAIN STANDARDS ACT

District No.

Appeal No.

Appellant }

Findings of the Secretary of Agriculture.

Standards having been fixed and established under the United States grain standards Act of August 11, 1916 (39 U. S. Stat. at L., 482) for grain of the kind specified below; a certain quantity of such grain, located and identified as set forth below, having been sold, offered for sale, or consigned for sale, or shipped, or delivered for shipment in interstate or foreign commerce, and inspected by an inspector licensed under said Act and the rules and regulations prescribed thereunder; a dispute having arisen as to whether the grade as determined by such inspection of said grain in fact conforms to the standard of the specified grade; the appellant having appealed the question to the Secretary of Agriculture, and the parties in interest having had opportunity to be heard; the necessary investigations having been made and tests applied; and said appeal having been taken before the grain left the place where the inspection appealed from was made and before the identity of the grain had been lost, in accordance with the rules and regulations of the Secretary of Agriculture under said Act;

Now, therefore, I, the Secretary of Agriculture, have determined, and do hereby find, that the true grade of said grain on at is that set forth below, and that the appeal is

Location	Date
Identification	Amount
Kind	Grade
Analysis:	

A fee of \$ in this appeal is hereby fixed, and is assessed and charged against the appellant.

In witness whereof, I have hereunto affixed my signature at Washington, D. C., this day 191

.....
Secretary of Agriculture.

FIG. 8.—Form of the findings of the Secretary of Agriculture. The findings of the Secretary of Agriculture in an appeal follow the issuance of the grade memorandum of the district Supervisor, or the Board of Review in case its action is invoked. They are the formal expression of the Secretary's determination and are accepted in the courts of the United States as prima facie evidence of the true grade of the grain at the time and place specified.

SHIPPERS OR RECEIVERS ENTITLED TO COPIES OF OFFICIAL CERTIFICATES.

Since all wheat, shelled corn, and oats sold and shipped in interstate commerce by grade from or to a market at which official inspection is maintained must be inspected, any persons interested in the transaction may obtain a copy of the certificate. The licensed inspector issues a certificate on a form approved by the Secretary of Agriculture. If more than one person is entitled to copies of these certificates, duplicates are supplied by the inspector upon request.

It has come to the attention of the department that in many cases persons located at interior points purchasing grain from terminal markets under the Act have not been furnished with inspection certificates covering the grain they received, although inspection was had at the market. In some of these cases the receiver paid for the grain on a basis of the grade indicated on the invoice; and investigations have shown that the grain was sometimes inspected and graded by the licensed inspector as of a certain grade, while the invoice described the grain as being of a higher grade. This is a violation of the Act. Interior grain dealers or millers who obtain inspection certificates from the terminal markets can verify the grade designation on the invoices, bills, and other business documents.

Many terminal market grain firms find it desirable to send the inspection certificates with the invoices, as evidence of the official grading. Any assignment of a grade to the grain, in transactions which come under the grain standards Act, other than the grade at the time and place involved as shown by the licensed inspector's certificate issued therefor, in certain business papers relating to the transaction—as, for example, invoices, bills, etc.—is a violation of the Act.

COMMISSION MERCHANTS OR TERMINAL SHIPPERS SHOULD INCLOSE CERTIFICATE WITH INVOICE.

The practice of always supplying inspection certificates in all such transactions is a protection to the dealer in the market as well as to the person dealing with him. This may be illustrated by a specific case brought to the attention of the Department of Agriculture.

Certain interior purchasers of grain from a terminal market complained that in their opinion the inspectors were inaccurate in the case of many recent shipments and that they had to discontinue buying grain from that market; the persons making the complaint had relied upon the invoice statement of the grade of the grain and had in fact received grain of a lower grade than that shown on the invoice. The officers of the grain exchanges at the terminal market in some instances, where these conditions were brought out by the Department's investigations, have instructed the members to submit copies of certificates with all sales to interior points in order that

the prejudice against the market from which the grain was shipped might be overcome. The fact that the interior purchaser had received grain from the terminal market which was unsatisfactory was due to a misrepresentation of the grade of the grain on the invoice and other papers relating to the transaction, and his failure to request inspection certificates. The suggestions relating to shipments from terminal markets also apply to shipments to such markets.

OBTAINING OFFICIAL INSPECTION WHILE CAR IS EN ROUTE.

Grain which is shipped in interstate commerce and sold by grade is often shipped from and to points at which there is no licensed grain inspector, but while en route the car passes through a terminal market or inspection point. While the grade may be assigned by either the shipper or receiver, and, when there is a disagreement between the parties to the transaction as to the grade, they or either of them have the right of referring a dispute to the Secretary of Agriculture to determine the true grade, actual inspection by a licensed inspector is to be preferred as the basis for the contract.

Parties may agree in their contract at the time of the sale of the grain that the car shall be stopped en route for the purpose of inspection at the terminal market or inspection point through which it passes, such inspection to govern the settlement for the transaction, when there is no licensed inspector located either at the point of shipment or at destination.

Arrangement must be made in these cases with the inspector or inspection department at the inspection point en route for the inspection, and also with the carrier, in order that the inspector or inspection department may be notified of the arrival of the car. Such inspection should not delay the movement of the grain in question where the inspector is promptly notified.

In this manner grain which is not inspected because there is no licensed grain inspector located either at the point of shipment or at destination, may be officially inspected when dealers find it possible to route their shipments through a place where an inspector is located. This plan extends the service of the licensed grain inspectors and at the same time provides for the determination of the grade by a disinterested party not a party to the transaction, which may be found desirable by both the buyer and the seller of the grain. An appeal may be taken from the en route inspection to the Secretary of Agriculture to determine the true grade in cases where any of the parties disagree with the grade assigned by the inspector for such shipments under the Act, the same as for appeals from inspections made at point of shipment or destination.

GREATER UNIFORMITY RESULTS FROM INSPECTORS WORKING UNDER SAME STANDARDS.

The work of all licensed grain inspectors is continually supervised and scrutinized by the officers of the department. The fact that all licensed grain inspectors are working under a single set of standards makes it possible for persons to purchase grain from and sell to different markets, making their prices on the basis of a grade of the

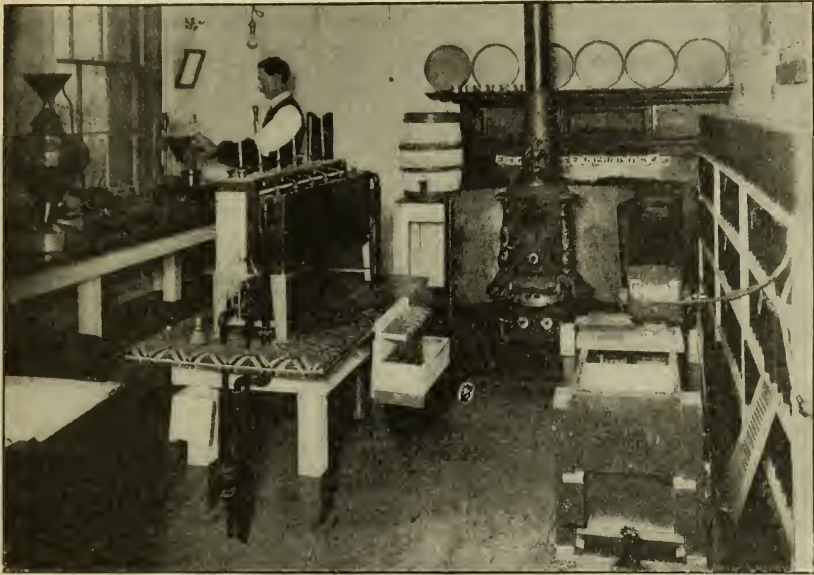


FIG. 9.—Grain inspector's office in a small interior market. The picture shows a licensed grain inspector at work in his office. On the analysis table near the window at the left is shown a Boerner sampler for mixing and dividing samples of grain, a scale for weighing samples and separations, and the test weight per bushel device. In the frame on the wall is posted the inspector's license. A set of sieves for determining dockage in wheat and foreign material in shelled corn and oats may be seen on the mantelpiece. In the center of the room is a 6-compartment moisture tester. In the right foreground is a "wild oat kicker," driven by a small electric motor, for separating from wheat samples the oats, chaff, straw, and other coarse material, which is known as dockage.

same standards, and to know that the grain will be inspected and graded under these standards and as uniformly applied as is practicable.

Instances may occur where a licensed inspector may misapply the standards. This may not be due necessarily to the inspector's work, but to an incorrect sample upon which the grade is determined. The department has called attention to the fact that it is important that the grading be done on the basis of a correct and representative sample. The Act has provided for cases of this nature by giving the owner or other interested party the privilege of appealing the grade

to the Secretary of Agriculture to determine the true grade, when an interstate shipment is involved.

The department's attention has been called to a case where a miller purchased shelled corn of a certain grade at a certain market and paid a premium over the quotations for the same grade at a near-by competitive market. The miller explained that he had paid the premium because he believed that he would receive a better qual-



FIG. 10.—Sampler emptying contents of grain trier on sampling cloth. This grain sampler is placing the contents of the third probe on the sampling cloth. The double-tube grain trier (probe) has 10 compartments, each of which is separated from the others, and which may be opened and closed by turning the handle after the probe is plunged into the grain. He examines the contents of each probe for temperature, odor, condition, and uneven loading. After he has at least five probes (provided the car is evenly loaded), he draws the four corners of the cloth together and thoroughly mixes the sample. The grain is then poured into a cloth bag holding approximately 2 quarts, $1\frac{1}{2}$ pints of which is put into an air-tight container for the purpose of the moisture test.

ity of corn in one market than in the other. With the protection offered by the appeal privilege of the grain standards Act, in specific cases where the miller believed the grades are incorrectly applied, the miller should be assured of the same grade at either market; therefore, ordinarily, no premium need be paid in one market over another, if the grading is the only factor to be considered in deciding whether the grain be purchased in the one market or the other. Millers may specify "Federal Grade Memorandum" in contracts to insure correct grading.

HOW TO SECURE A LICENSED GRAIN INSPECTOR.

Requests have been received by the department from many places for the services of licensed inspectors. The department has no authority to employ or assign inspectors at certain points, but will assist interested parties in securing competent inspectors wherever the facts warrant the department's interest in the case. If dealers who are located at any point where the volume of business is sufficient to justify the salary of an inspector from reasonable fees of inspection, will secure a competent person who is willing to act as a grain inspector, the department will, if he does not already hold a license at some other place, give such person an examination, which, if he passes, will entitle him to a license to inspect and grade grain according to the Federal standards, the kind of which is mentioned in his license.

Numerous requests have been received from grain dealers and millers who wish to obtain the services of licensed inspectors, so that they can deal in grain on the basis of official inspection at the points at which they are located, but the amount of grain shipped or received is not sufficient to provide an income from the fees collected to justify an inspector to locate there. In many cases where the persons requesting assistance in obtaining an inspector have said that the fees would not justify an inspector in locating at the place, inspection facilities have been arranged by having a licensed inspector located at a nearby point arrange with some competent person who is not interested directly or indirectly in the merchandising of grain, to act as a grain sampler. A sampler can often thus be obtained who can give the necessary time from other work, making the expense small, since only a small portion of the sampler's time is required. In such cases the sampler merely secures a representative sample, which he submits to the licensed inspector for grading.

INFORMATION OF VIOLATIONS DESIRED.

Specific information that will enable the U. S. Department of Agriculture to proceed to the proper investigation of alleged violations of the Act, or of incorrect application of the standards under the Act, is desired by the department; constructive suggestions and advice always receive the department's considerate attention. The department is enabled to render interior grain dealers and millers and farmers much of the service they desire, if they will exercise their rights as granted under the grain standards Act. In this connection it may be said that the department requests the careful reading of the grain standards Act, and the rules and regulations of the Secretary of Agriculture thereunder, as well as the publications of the bureau relating to the Act.

GRAIN GRADING EQUIPMENT FOR COUNTRY ELEVATORS.

For testing and grading wheat, shelled corn, and oats, according to the Federal grades, the following set of equipment is suggested as essential and has been approved by the United States Department of Agriculture:

1. Weight per bushel tester, consisting of a quart kettle (bucket) and scale beam.

2. Funnel for filling the weight per bushel test kettle. The funnel should have an opening $1\frac{1}{4}$ inches in diameter and be so adjusted and supported that the opening of the funnel will be held exactly 2 inches above the top and center of the test kettle when filling.

3. Special hardwood stroker. The stroker should be $\frac{3}{4}$ inch thick by $1\frac{1}{4}$ inches broad, and 12 inches long, with the long edges rounded to a semi-circle for stroking the grain from the overflowing test kettle.

4. (a) Brown Duvel Moisture Tester, having at least two compartments. The tester should be completely equipped with flasks, certified centigrade thermometers to read correctly from 170 degrees to 195 degrees, regular graduates of 25 c. c. capacity for testing wheat and shelled corn.

(b) Special graduates of at least 16 c. c. capacity for testing oats; one-hole rubber stoppers, sizes No. 3 and No. 5; condenser tubes; 150 c. c. oil measuring device; and a supply of light mineral engine oil. The moisture tester and the method of use thereof are fully described in Bureau of Plant Industry Circular No. 72 and Bulletin No. 56 issued by the United States Department of Agriculture for free distribution.

5. Torsion balance, with weights. Capacity at least 500 grams, sensitive to 0.1 gram, with set of weights 1 gram to 500 grams. (Grams are used so that percentages may be quickly ascertained.)

6. Dockage sieves.

A. For the determination of dockage under the Federal wheat grades. The sieves and bottom pan for each set should be circular in shape and made of aluminum, brass, or other suitable material. The metal should be 0.025 to 0.035 inch in thickness. Set of perforated metal hand sieves consisting of—

(a) Bottom pan: Inside diameter should be $13\frac{1}{8}$ inches; depth, $2\frac{1}{2}$ inches; and roll at top of pan, $\frac{1}{8}$ inch in diameter.

(b) Buckwheat sieve with triangular perforations, $\frac{3}{16}$ inch on each side of perforations; inside diameter of sieve should be 13 inches; depth of sieve, 2 inches; and roll at top of sieve should be $\frac{1}{4}$ inch in diameter.

(c) Fine seed sieve with round perforations, $\frac{1}{16}$ inch in diameter. (Other specifications and dimensions same as for (b) buckwheat sieve, above.)

(d) Fine chess sieve, with slotted perforations, 0.064 by $\frac{3}{8}$ inch in diameter. (Other specifications and dimensions same as for (b) buckwheat sieve above.)

(e) Scalper sieve, with round perforations, $\frac{1}{8}$ inch in diameter; depth of sieve, $1\frac{1}{2}$ inches; inside diameter should be $12\frac{3}{4}$ inches; and roll at top of sieve should be $\frac{1}{8}$ inch in diameter.

NOTE.—Sieves (b), (c), and (d) should be made to nest very freely with the bottom pan. The scalper sieve (e) should nest very freely with each of the other three sieves and also with the bottom pan. The smooth surface of the metal should face up.

B. In addition to the dockage sieves specified above for the purpose of facilitating the handling of certain samples of wheat containing barley, oats, wild oats, pieces of straw, weed stems, or other coarse material, the bureau has found it desirable to incorporate in the method of determining the dockage in the wheat the use of a small wheat tester, a device popularly designated as a "wild-oat kicker." It should be understood, however, that when the so-called wild-oat kicker is employed it should be used in connection with and not in lieu of the hand sieve.

7. Corn sieve and bottom pan. The corn sieve to have round perforations $\frac{1}{4}$ inch in diameter. This sieve should be made to nest very freely with the bottom pan. (The bottom pan is not necessary if the bottom pan of the dockage sieve will nest properly with the corn sieve.)

8. Oat sieves. To assist in the determination of foreign material and other grains. The buckwheat sieve will be found to be useful.

9. Grain trier (probe). The trier recommended for probing bulk carloads of grain should be 60 inches long, double-shelled, and divided into 10 compartments.

In addition to the equipment listed above, the following will be found convenient and desirable, and, while not absolutely essential, is recommended by the Department:

1. Boerner sampling device. For mixing and dividing samples of grain for testing.

2. Grain trier (probe). A trier of the same type as the 60-inch trier, approximately 40 inches long, with 6 openings, but which is not divided into compartments and which may be dumped by upending. This trier will be found useful in probing wagon loads of bulk grain.

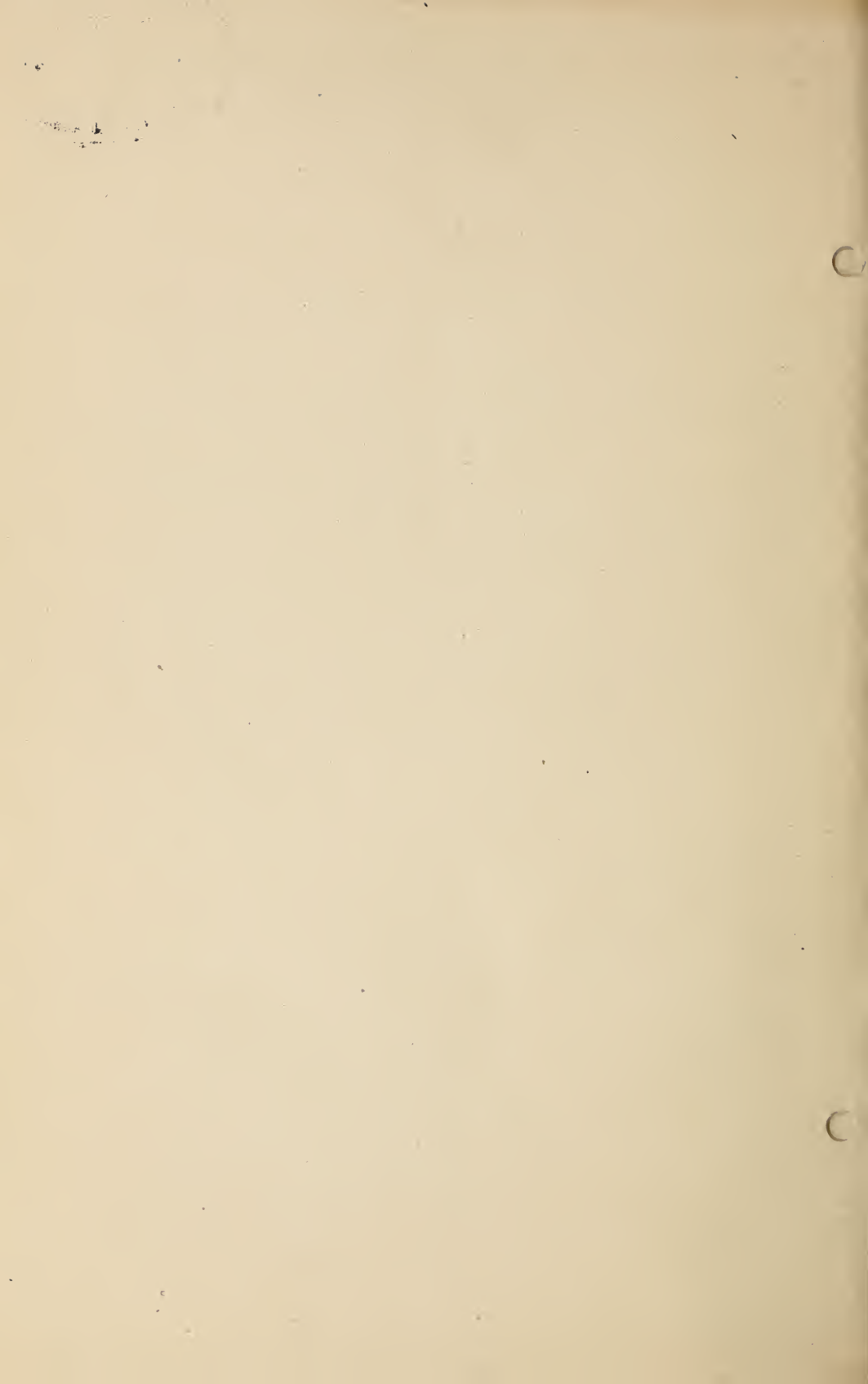
3. Sampling canvas, 5 feet by 2 feet in dimensions, on which to empty the grain from the 60-inch trier. (Where the small trier is used in probing wagon loads it is not necessary to have a sampling canvas for emptying the trier.)

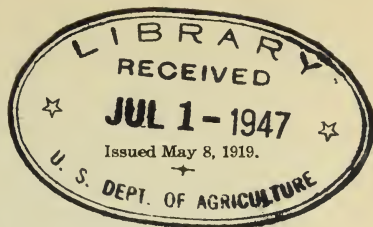
4. Air-tight containers (sample cans). Capacity at least 450 grams ($1\frac{1}{8}$ pints).

5. Cloth sample bags, capacity at least 2 quarts.

6. Dockage sieves. (f) Coarse chess sieves, with slotted perforations 0.070 inch wide by $\frac{1}{2}$ inch long. (Other specifications and dimensions same as for (b) buckwheat sieve above.) This sieve should nest very freely with the bottom pan.

The sampling canvas, air-tight containers, and cloth sample bags will be found useful in obtaining and submitting, by mail, samples from a carload of grain to a licensed grain inspector for grading or for submitting an agreed sample, in case of a dispute, to an office of Federal Grain Supervision for the determination of the true grade under the United States grain-standards act.





UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF MARKETS
CHARLES J. BRAND, CHIEF

SERVICE AND REGULATORY ANNOUNCEMENTS

No. 48¹

**HOW NORTHWEST WHEAT IS GRADING
AT TERMINALS**

The object of this announcement is merely to show in a brief, concise way how wheat is grading in the Northwest under the official grain standards of the United States for wheat, in order that the farmers and country shippers may determine for themselves whether or not the Federal system is satisfactorily meeting their needs.

The Federal wheat grades for Hard Red Spring wheat are not working to the detriment of producers. An extremely large percentage of the wheat is receiving high grades at the terminals where it is inspected. If the buyer contends that he has to grade good wheat down "because the Federal grades require it" it is probably because he is not actually grading the wheat at all or is not assigning the grades correctly.

¹ Previous numbers in this series which relate to the U. S. grain standards Act are Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 47.

WHEAT GRADING AT MINNEAPOLIS AND DULUTH.

When the farmer hauls his wheat to the station and sells it to the local elevator, a grade is placed upon it by the elevator manager and not by a licensed inspector because few inspectors are located at country points. This is true under the state grading systems as well as under the Federal grades.

Unless the grain is ground at the local mill, it is finally shipped to the terminal market, where it is graded by a disinterested inspector who is licensed by the Secretary of Agriculture. In deciding the grade, the inspector uses the grades established by the United States Department of Agriculture—the Federal grades.

In enforcing the grain standards Act the authority of the Federal Government reaches only shipments of grain in interstate commerce—from one state to another—or to foreign countries. It does not control the sale of wheat by grade if the sale itself does not involve a shipment to or through another state or to a foreign country. But the Department of Agriculture, under the authority conferred by Congress to supervise the work of the licensed inspector, does control his work and sees that it is properly done. He is not allowed to continue to inspect unless he is competent. If he is employed in any elevator or mill or has any connection with the buying or selling of grain, he cannot secure a license and if he does not do satisfactory work his license may be suspended or revoked.

The Department cannot, however, control the country buyer or elevator man, or the miller who buys grain on the spot. Such transactions are in intrastate not interstate commerce. While the buyer may be using Federal grades, his grading is not under the jurisdiction of the Department. If he does not assign the grades honestly, fairly, and accurately, the state officials only can reach him. Practically all of the grain from Minnesota and North Dakota, and a large part of that from South Dakota, is eventually shipped to either Minneapolis or Duluth and it is there graded by inspectors.

This announcement shows the results of wheat grading at Duluth and Minneapolis. For the purpose of the announcement, inspections between July 15, 1918, and December 31, 1918, are taken into account, as the revised Federal grades became effective on July 15, 1918.

With the exception of Durum, practically all of the wheat produced in Minnesota, North and South Dakota, is Hard Red Spring wheat. This report is confined to the Hard Red Spring wheat and to inspections as the grain arrived at Minneapolis and Duluth.

This Hard Red Spring wheat is divided into three subclasses or divisions according to the percentage of dark, hard and vitreous kernels in the wheat. For bread making purposes it is generally believed that flour from wheat containing a large percentage of the dark, hard and vitreous (vitreous = flinty) kernels is superior because of its stronger, more elastic and more abundant gluten. This is the character that has given the spring wheats of the Northwest and the hard winter wheats of certain sections of the Southwest their enviable reputation in the world's market, and is responsible for the almost universal premium millers are willing to pay for these wheats in normal times. The subclasses for Hard Red Spring wheat have the following requirements:

- Dark Northern Spring**... (75% or more dark, hard and vitreous kernels and 10% or less Humpback.)
- Northern Spring**..... (Less than 75% and more than 25% dark, hard, and vitreous kernels and 10% or less Humpback.)
- Red Spring**..... (25% or less dark, hard, and vitreous kernels or more than 10% Humpback.)

HOW THE GRAIN GRADED AT DULUTH.

At Duluth, Minnesota, 41,711 cars of Hard Red Spring wheat were received and inspected in the period under consideration. The licensed inspectors, using the Federal grades, showed the following results in their reports:

Cars.		Percentage of Cars.
35,180	graded No. 1.....	84.4
3,480	graded No. 2.....	8.3
1,666	graded No. 3.....	4.0
770	graded No. 4.....	1.8
219	graded No. 5.....	.6
396	graded Sample Grade.....	.9
<hr/> 41,711		<hr/> 100.0

In other words, of all the Hard Red Spring wheat received at Duluth, 84.4 per cent received the highest possible grade in its subclass, and 92.7 per cent was graded No. 2 or better.

The Hard Red Spring wheat at Duluth graded as follows as to subclass:

	Cars.		Percentage of Cars.
Dark Northern Spring.....	14,646	or	35.1
Northern Spring.....	25,897	or	62.1
Red Spring.....	1,168	or	2.8
<hr/> 41,711			<hr/> 100.0

HOW THE GRAIN GRADED AT MINNEAPOLIS.

At Minneapolis during the same period 49,252 cars were inspected as follows:

Cars.		Percentage of Cars.
35,385	graded No. 1.....	71.9
7,058	graded No. 2.....	14.3
3,956	graded No. 3.....	8.0
1,573	graded No. 4.....	3.2
381	graded No. 5.....	.8
899	graded Sample Grade.....	1.8
49,252		100.0

With reference to subclasses of wheat at Minneapolis, these cars were as follows:

	Cars.		Percentage of Cars.
Dark Northern Spring.....	11,722	or	23.8
Northern Spring.....	35,862	or	72.8
Red Spring.....	1,668	or	3.4
	49,252		100.0

Taking all of the Hard Red Spring wheat at both Duluth and Minneapolis the grades given the wheat under Federal standards between July 15, 1918, and December 31, 1918, are indicated in the accompanying diagram (fig. 1):

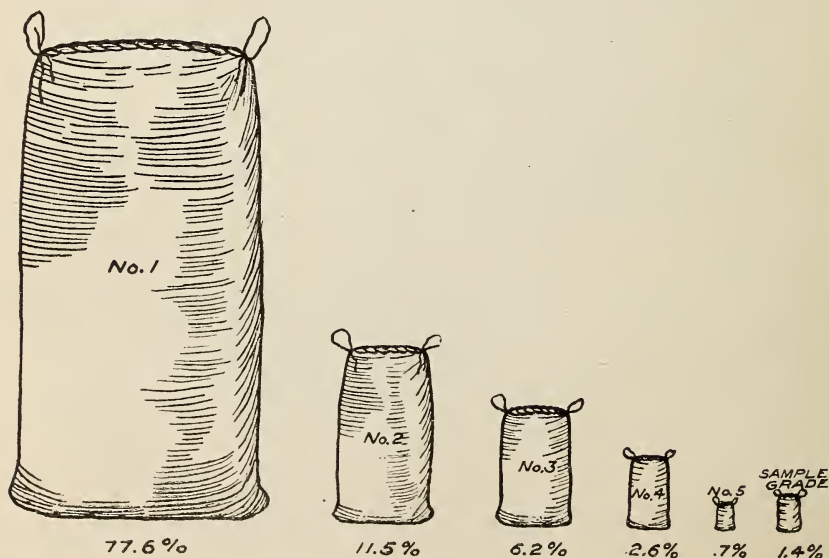


Fig. 1.—Percentage of Hard Red Spring wheat falling into each of the grades, all subclasses combined.

RESULT OF FEDERAL GRADES UNDER FIXED PRICES.

The guaranteed price for wheat is based upon the Federal grades. Congress authorized the President to fix the guaranteed price for each of the official grain standards of the United States for wheat, and provided that the price for the several grades for the 1918 crop should be based upon No. 1 Northern Spring or its equivalent at not less than \$2.00 per bushel at the principal interior primary markets.

This meant that the producer would be entitled to receive the price established on the grade of his wheat at the nearest principal interior primary market, less freight on the wheat to the market and a reasonable handling charge. Naturally it did not mean that the basic price or whatever price was set for No. 1 Northern Spring would be paid for all wheat in the United States regardless of whether it was good quality wheat or bad quality. It meant that whatever price was set for No. 1 Northern Spring at any particular interior primary market would be paid for that grade at that point—that a premium over that price would be paid for wheat grading better than No. 1 Northern Spring, and that a discount would be placed on wheat of poorer grades than No. 1 Northern Spring.

By proclamation of the President dated February 21, 1918, the guaranteed price for No. 1 Northern Spring and its equivalent was fixed for the different markets. Because of increased freight rates, the price announced by him in this proclamation was raised on July 1, 1918, and since that date the guaranteed price for No. 1 Northern Spring at the different primary markets is as follows:

Market.	Price.	Market.	Price.
New York	\$2.39½	Minneapolis	\$2.21½
Philadelphia	2.39	Kansas City	2.18
Baltimore	2.38¾	Omaha	2.18
Newport News	2.38¾	San Francisco	2.20
Chicago	2.26	Los Angeles	2.20
New Orleans	2.28	Portland	2.20
Galveston	2.28	Tacoma	2.20
St. Louis	2.24	Seattle	2.20
Duluth	2.22½	Astoria	2.20

The minimum guaranteed price on No. 1 Northern Spring at Duluth was therefore made at \$2.22½ per bushel. That was the starting point. The same grade brought 1 cent per bushel less at Minneapolis. The following are the prices for the first three grades of Hard Red Spring wheat at Duluth:

Grade.	Fixed Price.	Premium or Discount from basic price.	Percentage of Receipts.
No. 1 Dark Northern Spring..	\$2.24½	2c. premium over basis.....	30.6
No. 1 Northern Spring.....	2.22½	Basic price	52.1
No. 2 Dark Northern Spring..	2.21½	1c. discount under basis.....	2.7
No. 2 Northern Spring.....	2.19½	3c. discount under basis.....	5.2
No. 3 Dark Northern Spring..	2.17½	5c. discount under basis.....	1.0
No. 1 Red Spring.....	2.17½	5c. discount under basis.....	1.7
No. 3 Northern Spring.....	2.15½	7c. discount under basis.....	2.7
No. 2 Red Spring.....	2.14½	8c. discount under basis.....	.4
No. 3 Red Spring.....	2.10½	12c. discount under basis.....	.3

The two grades as shown above the line drawn through the table, received the basic price or better—82.7 per cent of the crop. The table shows an actual premium of 2 cents or more per bushel over the basic price for 12,748 cars—30.6 per cent of the Hard Red Spring wheat receipts at Duluth,—almost double the amount that received any discount whatever; 52.1 per cent received the basic price, leaving only 17.3 per cent to take any discount at all. A similar tabulation covering the Minneapolis inspections shows:

Grade.	Fixed Price.	Premium or Discount from basic price.	Percentage of Receipts.
No. 1 Dark Northern Spring..	\$2.23½	2c. premium over basis.....	19.7
No. 1 Northern Spring.....	2.21½	Basic price	50.8
No. 2 Dark Northern Spring..	2.20½	1c. discount under basis.....	2.3
No. 2 Northern Spring.....	2.18½	3c. discount under basis.....	11.3
No. 3 Dark Northern Spring..	2.16½	5c. discount under basis.....	.9
No. 1 Red Spring.....	2.16½	5c. discount under basis.....	1.4
No. 3 Northern Spring.....	2.14½	7c. discount under basis.....	6.4
No. 2 Red Spring.....	2.13½	8c. discount under basis.....	.7
No. 3 Red Spring.....	2.09½	12c. discount under basis....	.7

These figures are compiled from reports of licensed inspectors who determined the grades. It is a fact that some of the wheat contained smut. Under the Federal grades such wheat was graded according to its numerical grade and the word "Smutty" added to the grade designation. In its sale such wheat is nearly always subject to some discount, depending upon the amount of smut present. The monthly reports of the inspectors' work have not indicated the cars which were smutty and it is, therefore, not possible to indicate them in the foregoing tabulations nor to show the price discount on such cars.

LIMITS FOR MOISTURE, WEIGHT PER BUSHEL AND OTHER GRADING FACTORS.

To check up the work of the licensed inspectors, the Department of Agriculture has examined a large number of samples of Hard Red Spring wheat at both Duluth and Minneapolis. In answer to contentions that the Federal grades permit dealers to dock shippers and producers heavy sums on account of the strict limits for moisture, weight per bushel, damaged kernels, etc., the following facts are shown regarding the samples handled by the Department of Agriculture at these two points:

No. 1 permits 14.0 per cent moisture. At Duluth 82.5 per cent and at Minneapolis 86.3 per cent of the samples were dry enough to grade No. 1. They had 14 per cent or less moisture.

No. 1 requires a test weight per bushel of 58 pounds. At Duluth 93.8 per cent and at Minneapolis 86.2 per cent of the samples weighed 58 pounds or more per bushel.

No. 1 may contain 1 per cent of foreign matter other than dockage. 88.6 per cent of the samples at Duluth and 80.5 per cent of the Minneapolis samples were within the limit for grade No. 1.

No. 1 may contain 1 per cent of cereal grains other than wheat in the absence of other foreign material. At Duluth 94.0 per cent of the samples had only 1 per cent or less, and at Minneapolis the percentage was 89.9.

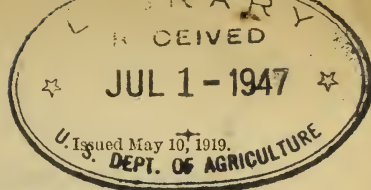
No. 1 may contain one-half per cent of matter other than cereal grains (in addition to the dockage). The Duluth samples showed 94.4 per cent within this limit for No. 1 and Minneapolis 87.2.

No. 1 may contain 2 per cent of damaged wheat (but of which only 0.1 per cent may be heat damaged). 92.6 per cent of the Duluth samples and 74.6 per cent of the Minneapolis samples showed 2 per cent or less.

The foregoing facts show that a large proportion of the wheat is receiving high grades at the terminals where it is inspected. These high grades should be reflected through the country buyer to the producer.

Many country buyers and country elevator men are buying wheat on the Federal grades and making correct determinations on each lot of wheat bought—to the satisfaction of both the buyer and the seller.

An office of Federal Grain Supervision is located at Room 4 Sherwood Building, Duluth, Minnesota, and another at 326 Flour Exchange, Minneapolis, Minnesota. These offices are watching over and supervising the work of the licensed inspectors who grade the wheat in these markets. Either of these offices or the Bureau of Markets at the Department of Agriculture at Washington will be glad to receive statements from producers and shippers regarding the grading of their wheat, and to advise them as far as possible regarding any remedies which they may have for the correction of their wheat grading problems.



United States Department of Agriculture,

BUREAU OF MARKETS.

CHARLES J. BRAND, Chief.

SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 49.¹

OPINIONS OF GENERAL INTEREST TO GRAIN DEALERS, INSPECTORS, AND OTHERS, REGARDING QUESTIONS ARISING UNDER THE UNITED STATES GRAIN STANDARDS ACT, AND SUPPLEMENTAL INFORMATION REGARDING THE LOCATION OF LICENSED INSPECTORS.

CONTENTS.

	Page.		Page.
Licensed inspectors required to render inspection on interstate shipments if offered within the conditions prescribed by the Act and regulations	1	Effect of appeal at destination on inspection at shipping point when contract calls for point of origin weights and grades	6
Grain standards Act prohibits using grade designations other than official standards in interstate transactions. Receiver of grain shipped between noninspection points may, upon information furnished him by his miller or chemist, report its grade to the shipper according to the official standards, but the miller or chemist not licensed as an inspector must not issue any certificate....	3	Sale of oats by private brands which in fact constitute a system of grades unlawful after June 16, 1919.....	9
Determination of what constitutes damaged grain. Establishment of Board of Review as authority on interpretation of grain standards and establishment of Inspection Efficiency project to increase efficiency on inspection work.....	4	Alphabetical list of licensed inspectors (supplementing S. R. A. No. 38).....	10
		Licensed inspectors by districts (changes since August 31, 1918).....	13
		Issuance of Duplicate License and Identification Cards.....	15
		Changes in inspection points since August 31, 1918.....	15

LICENSED INSPECTORS REQUIRED TO RENDER INSPECTION ON INTERSTATE SHIPMENTS IF OFFERED WITHIN THE CONDITIONS PRESCRIBED BY THE ACT AND REGULATIONS.

JANUARY 20, 1919.

DEAR SIR: Your letter of ——— has been received.

You ask to be advised if the grading of samples of wheat brought in by farmers or others is compulsory or optional with your exchange.

Section 4 of the United States grain standards Act provides:

That whenever standards shall have been fixed and established under this Act for any grain no person thereafter shall ship or deliver for shipment in interstate or foreign commerce any such grain which is sold, offered for sale, or consigned for sale by grade unless the grain shall have been inspected and graded by an inspector licensed under this Act and the grade by which it is sold, offered for sale, or consigned for sale be

¹ Previous numbers in this series which relate to the United States grain standards Act are Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 45, inclusive.

one of the grades fixed therefor in the official grain standards of the United States: *Provided*, That any person may sell, offer for sale, or consign for sale, ship or deliver for shipment in interstate or foreign commerce any such grain by sample or by type, or under any name, description, or designation which is not false or misleading, and which name, description, or designation does not include in whole or in part the terms of any official grain standard of the United States: *Provided further*, That any such grain sold, offered for sale, or consigned for sale by grade may be shipped or delivered for shipment in interstate or foreign commerce without inspection at point of shipment by an inspector licensed under this Act, to or through any place at which an inspector licensed under this Act is located, subject to be inspected by a licensed inspector at the place to which shipped or at some convenient point through which shipped for inspection, which inspection shall be under such rules and regulations as the Secretary of Agriculture shall prescribe, and subject further to the right of appeal from such inspection, as provided in section six of this Act: *And provided further*, That any such grain sold, offered for sale, or consigned for sale by any of the grades fixed therefor in the official grain standards may, upon compliance with the rules and regulations prescribed by the Secretary of Agriculture, be shipped in interstate or foreign commerce without inspection from a place at which there is no inspector licensed under this Act to a place at which there is no such inspector, subject to the right of either party to the transaction to refer any dispute as to the grade of the grain to the Secretary of Agriculture, who may determine the true grade thereof. No person shall in any certificate or in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice or bill of lading or or other shipping document relating to the shipment or delivery for shipment, in interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act, describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States.

In order to enable persons who come within the requirements of the above-quoted section of the Act to comply with its provisions, inspectors licensed by the Secretary of Agriculture are required by the regulations promulgated for its enforcement to render inspection service under certain conditions as set forth in regulation 2, section 11, paragraph 1, which provides:

Each licensed inspector whose license remains unsuspended and unrevoked shall, without discrimination, as soon as practicable, and upon reasonable terms, inspect, grade, and certificate the grade of any grain of the kind mentioned in his license, the inspection and grading of which is required under the Act, if such grain be offered during customary business hours for such inspection and grading under conditions which permit the taking of a representative sample or samples and the determination of the true grade of the grain.¹

If, in fact, the inspection, grading, and certification of grade of a particular lot or parcel of wheat requested of a licensed inspector is not for the purpose of a shipment or delivery for shipment in interstate or foreign commerce, in compliance with the United States grain standards Act, it is the opinion of this Bureau that inspection service in such instances is optional on the part of the inspector, in so far as the requirements of the Act and the regulations are concerned.

Generally, however, it will be noted that the licensed inspector who is requested to inspect grain for which standards have been fixed under the Act has no knowledge as to whether the particular lot or parcel of grain submitted is involved in a shipment in interstate or foreign commerce. Therefore, by refusing to render the inspection

¹ Since the above letter was written, this paragraph of the regulation has been amended to read as follows:

Sec. 11. Paragraph 1. Each licensed inspector whose license remains in effect shall, without discrimination, as soon as practicable, and upon reasonable terms, inspect, grade, and issue a certificate of grade for each inspection of, any grain of the kind mentioned in his license, the inspection and grading of which is required under the Act, if such grain be offered and made accessible during customary business hours for such inspection and grading, at a point where he performs service as a licensed inspector, under conditions which permit the taking of samples and the determination of the grade of the grain in accordance with these regulations.

service when requested under such circumstances, the inspector assumes considerable risk of noncompliance with the requirements placed upon him, which, in case of such noncompliance, according to the circumstances involved, might result in the suspension or revocation of his license as an inspector.

When a sample of wheat is inspected, graded, and a certificate issued therefor, such certificate by its terms should plainly state that the grade assigned therein refers only to the grain comprised in the sample and not the larger part or parcel from which such sample was drawn. In order to prevent improper use of certificates which relate only to a sample, the amount of grain in the sample should be plainly stated on the inspection certificate when issued by inspectors licensed by the Secretary of Agriculture.

Your attention is further invited to regulation 8, section 6, under the Act, which provides as follows:

Whenever, under the Act and the rules and regulations prescribed pursuant thereto, inspection and grading of any grain by a licensed inspector is required, no person, otherwise entitled under the act and said rules and regulations to have such inspection and grading performed, shall be deprived of his right thereto by any rule, regulation, by-law, or custom of any market, board of trade, chamber of commerce, exchange, inspection department, or similar organization, or by any contract, agreement, or understanding whatsoever.

In order to carry out the purposes of the Act, it seems clear that the acknowledged benefits of inspection services should not be unreasonably restricted, and that no exchange or similar organization has the right to limit the scope of the inspection services to be rendered by employees of such exchange, who are licensed inspectors, so as to conflict with any duty imposed upon them by the Act and the regulations.

Very truly yours,

(Signed)

HERBERT C. MARSHALL,
Acting Chief of Bureau.

GRAIN STANDARDS ACT PROHIBITS USING GRADE DESIGNATIONS OTHER THAN OFFICIAL GRAIN STANDARDS IN INTERSTATE TRANSACTIONS. RECEIVER OF GRAIN SHIPPED BETWEEN NONINSPECTION POINTS MAY, UPON INFORMATION FURNISHED HIM BY HIS MILLER OR CHEMIST, REPORT ITS GRADE TO THE SHIPPER ACCORDING TO THE OFFICIAL STANDARDS, BUT MILLER OR CHEMIST NOT LICENSED AS AN INSPECTOR MUST NOT ISSUE ANY CERTIFICATE.

FEBRUARY 21, 1919.

GENTLEMEN: Your letter of ——— is received. You state that you buy a great deal of wheat coming to ———, a noninspection point, from other points where there are also no licensed inspectors, and that some of the trade are offering this wheat as Choice Milling wheat and settle on your laboratory tests. You ask whether such an arrangement conflicts with the United States grain standards Act.

It does not appear from your letter what is meant by the term "Choice Milling wheat," or whether it is a designation of grade, which is not unlikely the case. If such transactions be by grade and involve shipments of the grain in interstate commerce, the grade used must be one of the grades of the official standards, and the use therein of the term "Choice Milling wheat" would not be a compliance with the Act.

Furthermore, section 7 of the Act provides in part:

No person authorized or employed by any State, county, city, town, board of trade, chamber of commerce, corporation, society, partnership, or association to inspect or grade grain shall certify, or otherwise state or indicate in writing, that any grain for shipment or delivery for shipment in interstate or foreign commerce, which has been inspected or graded by him or by any person acting under his authority, is of one of the grades of the official grain standards of the United States, unless he holds an unsuspended and unrevoked license issued by the Secretary of Agriculture.

It is believed that this provision would prohibit your miller or chemist, not licensed under the Act, from issuing in the cases mentioned any certificate or other writing as to the grade of the grain according to the official standards. However, it is believed that you, as a receiver and purchaser of the grain in such cases, might, without violating the Act, furnish in your own name to the shipper a written statement setting forth the grade according to the official standards, and for this purpose may use the information which is furnished to you by your miller or chemist.

In this connection you are referred to the provisions of section 4 of the Act, under which a dispute as to the grade of the grain in the cases mentioned may be referred to the Secretary of Agriculture for determination.

_____, who is in charge of the Office of Federal Grain Supervision at _____, and who called on you recently, will visit _____ probably within the next two weeks and will be glad to assist you in arranging for inspection facilities at that point. It is hoped that your market will be able to obtain the services of an inspector licensed to inspect both shelled corn and wheat.

Very truly yours,

(Signed)

CHARLES J. BRAND,
Chief of Bureau.

DETERMINATION OF WHAT CONSTITUTES DAMAGED GRAIN—ESTABLISHMENT OF BOARD OF REVIEW AS AUTHORITY ON INTERPRETATION OF GRAIN STANDARDS AND ESTABLISHMENT OF INSPECTION EFFICIENCY PROJECT TO INCREASE EFFICIENCY OF INSPECTION WORK.

JANUARY 7, 1919.

DEAR SIR: Shortly after the last annual meeting of the Grain Dealers' National Association in Milwaukee last fall, you notified me that the following paragraph was incorporated in the report of the chairman of your Trade Rules Committee. You also advised me that the report was adopted by the convention with the recommendation that you bring the matter to my attention. The paragraph follows:

A considerable amount of confusion has occurred, and severe losses, in many instances, have been sustained by members of the trade handling corn during the past winter, due to apparent changes in instructions to inspectors with regard to what constituted damaged corn. As this was the deciding factor in corn grading for the first few months of the new crop year, and as the interpretation of "damage" swung, in some cases almost overnight, from one to two grades, many warehousemen faced losses, ranging from 10 to 15 cents per bushel for each grade, on large amounts of grain already inspected into their houses, which grain apparently could only be inspected "out" under a more rigid interpretation of "damage." In many cases these conditions might be chargeable to the lining up of individual inspectors, but in so far as they were the result of rules or regulations issued by the Bureau of Markets, it seems but fair that the 90 days' notice of a change in interpretation of the factors entering into a grade should be given, as is given in the case of a direct change in the

wording of a grade, so that the trade might have a reasonable time to stand from under.

I appreciate fully the importance attached to the subject matter of the paragraph. A great deal of thought and attention has been given to the points it raises. After careful consideration of the whole matter I have decided to take action which I believe will make the Department's interpretation of the Federal standards in grain trading paramount throughout the country, as nearly as the grain standards Act as it now stands will permit. Before I tell you further of this action, permit me to mention briefly some points emphasized in this paragraph quoted above, concerning which there is, apparently, a lack of understanding.

1. The Bureau of Markets has never issued instructions as such, to licensed inspectors regarding what constitutes damaged corn. It has not done so for the reason that, as a practical matter, it is not possible to convey satisfactorily an opinion by instructions, either oral or written, as to what constitutes damaged corn. The Bureau has endeavored to convey the Department's opinion in this matter by preparation and distribution of types of damaged corn, and also through personal contact on the part of Federal Grain Supervisors with licensed inspectors, with the view of harmonizing the opinion or judgment of the inspector with that of the Supervisor. But the activities of this Bureau in connection with work done by licensed inspectors are of necessity, under the grain standards Act, supervisory only. Licensed inspectors are not Federal employees. This is a fact which surprisingly few among the grain trade seem to understand. It will continue to be the aim of this Bureau to carry the Department's interpretation of the Federal standards to licensed inspectors through personal contact of Federal Supervisors with the inspectors in a manner which will bring most lasting results. This is especially true with respect to factors which are determined solely by personal judgment. I am convinced that where the element of personal opinion is of such vital importance as it is in certain factors of grain grading, a broad educational campaign is the only solution for uniformity of thought and conception.

2. Recourse from inspection and grading by licensed inspectors is provided by the grain standards Act through appeal to the Secretary of Agriculture for determination of the true grade. This applies to all interstate grain for which Federal standards have been established, whether going into elevators for storage or out of elevators for consumption. I mention this because I feel that many elevator concerns have lost sight of, or, possibly, have not been familiar with their privileges under the Act. It is a noteworthy fact that by far the greater number of appeals taken to this Department have been taken from grades assigned grain loaded out of terminal elevators.

3. A review of the activities of this Bureau in connection with the enforcement of the grain standards Act leads me to believe that the cause of the difficulties which the grain trade encountered, as pointed out by the paragraph, was due not to a more rigid interpretation of what constitutes damaged corn, nor to change of interpretation by inspectors of what constitutes damaged corn, pursuant to any instructions from this Bureau, but was due in fact to an ever closer observance by inspectors in certain markets toward actually ascertaining the

amount of damage which corn tendered for inspection sustained, and, consequently, an increasingly correct application of the grade according to their findings. Lack of this latter procedure on the part of inspectors when the grain standards Act first became effective, in spite of this Bureau's continued efforts to effect it without drastic action, doubtless led to some corn going into terminal elevator storage misgraded. Failure on the part of inspectors in certain instances to apply correctly the Federal standards eventually led to drastic action by this Department resulting in suspension of licenses. This, apparently, had an effect on inspectors other than those whose licenses were suspended.* Consequently, thereafter the Federal grain standards were more accurately applied.

A uniform and correct application of the Federal standards is of course the ultimate aim of this Bureau in its enforcement of the grain standards Act. I know you are familiar with the many difficulties attendant in our efforts to this end. We will always welcome from your association through you, or from you personally, any suggestions which may be helpful in attainment thereof.

The action which I propose to take immediately is this: The establishment of a Board of Review and a project, "Inspection Efficiency," with headquarters at Chicago. The primary function of the Board of Review will be to act as final authority in all matters pertaining to the interpretation of the Federal standards for grain. The board will consist of five men, all of whom will be men of wide experience in grain handling and grading. In addition, the board will handle all appeals taken from grades assigned by individual Supervisors of this Bureau and will review in general, by actual examination of samples, the grading performed by licensed inspectors and Grain Supervisors throughout the country. The general duty of the project, "Inspection Efficiency," will be to increase the efficiency of inspection throughout the country, and its specific duty will be to carry interpretations of the board to the field through traveling supervisors designated as "Division Supervisors," or in such other ways as may be found more expedient and beneficial to the scheme as a whole. I feel that this procedure will greatly shorten the contact between this Department and the licensed inspectors, as well as the grain trade itself. I shall notify you in further detail just as soon as the organization at Chicago is completely developed.

I shall be glad to receive your comment on this plan and to have any suggestion which you or your association may have to make concerning how the project can work to the best advantage of all concerned.

EFFECT OF APPEAL AT DESTINATION ON INSPECTION AT SHIPPING POINT WHEN CONTRACT CALLS FOR POINT OF ORIGIN WEIGHTS AND GRADES.

MARCH 19, 1919.

DEAR SIR: Careful consideration has been given to the questions submitted by you orally to Mr. ———, of this office, following the hearing at ——— on the proposed oats standards, and since then in correspondence.

The question relates to the effect of the determination of a licensed inspector acting as such at the shipping point with respect to the grade of grain according to the official grain standards of the United States in the case of a transaction based upon shipping point terms,

when later it develops at the destination of the shipment of the grain involved that it is actually of a different grade by reason of factors which, in the absence of tampering with the grain and the like, do not change in transit, thus indicating that the grade assigned at the shipping point could not have been the correct grade.

An example was given of a case involving a car of corn sold by a shipper, [say at point in one State], to a buyer [say at point in another State], to be No. 2 White corn [the shipping point], official weights and grades to govern; the grain being graded and certificated by the licensed inspector at [the shipping point] as No. 2 White corn, and so invoiced by the shipper; the grain then moving to destination unchanged in identity or condition; and upon receipt at destination being graded and certificated by a licensed inspector called in for the purpose by the buyer as No. 3 Mixed corn, which determination, upon appeal to the Secretary of Agriculture, in accordance with the grain standards Act and the regulations thereunder, was sustained and findings of the Secretary of Agriculture were issued accordingly.

You contended that [the destination] official grades must be Federal grades, since it would be a violation of the law to sell and ship in interstate commerce according to any other grades; that since the correct grade at destination was shown to be No. 3 Mixed by the findings of the Secretary of Agriculture, the grade No. 2 White assigned at shipping point could not have been and was not correct, as the factors causing it to be graded No. 3 Mixed could not have changed in the ordinary course of transportation; therefore, that the shipper did not ship No. 2 White corn according to the Federal grades, and did not fulfill his contract; and such being the case, that the buyer was entitled to have settlement made according to the true grade as evidenced by the determination of the Secretary of Agriculture.

You are of opinion that this Department should express its views upon the question for the reason that the United States grain standards Act has substituted Federal standards for private or local standards, and has compelled their use in private transactions by grade involving the shipment of grain in interstate or foreign commerce; that it has compelled parties to such contracts to have grain inspected by licensed inspectors in certain cases; that it has compelled the parties to represent the grade of the grain in accordance with the certificates issued by such inspectors; that this department is charged with the administration and enforcement of the Act; and consequently that it is a matter of great importance to the grain trade as a whole, and not merely to the parties to the particular transactions, to know the effect of the determination of grade made by a licensed inspector.

Your argument appeals to me as having considerable merit; on the other hand, I know that you will appreciate that whatever answer is made must of necessity be quite general for the reason that the interpretation and effect of private contracts can only be determined finally in the light of the local laws and decisions of courts applicable to such contracts. Therefore, the views of this department are advisory only, and can not be considered as conclusive.

In the case you describe, it would seem that the contract called for corn to be No. 2 White at [shipping point], according to the official grain standards of the United States, assuming that we have only to

consider the terms actually used in the contract. The question then is whether the certificate of the licensed inspector who inspected the grain at [the shipping point] is to be regarded as final, and not subject to be controverted. In this respect a contract might be so drawn as to have the effect of binding the buyer to accept the certificate of the licensed inspector at [the shipping point] as final in the absence of an appeal therefrom at that place, the buyer assuming the risk of mere grading errors as well as the risks of transportation occurring subsequently—indeed, I understand that frequently contracts expressly so provide. In such case the certificate of the inspector could only be overturned on such grounds as a showing of fraud, collusion, or mistaken identity. On the other hand, a contract may be so drawn as to call for an interpretation which would be in accord with the apparent effect of the terms of the contract in the example you submit—that is to say, the actual grade of the grain at [shipping point] is the basis of the contract, and the determination of the licensed inspector at [the shipping point] is merely the evidence thereof which may be rebutted by stronger evidence to the contrary. The question then is, What evidence may be introduced for the purpose of establishing the true grade?

Ordinarily determinations of licensed inspectors and determinations in appeals to the Secretary of Agriculture are confined in their legal effect to the time of such determinations and the place where the grain was then located. However, in the case in question, if the inspection made by the licensed inspector at destination, the determination of the supervisor in the appeal to the Secretary of Agriculture from such inspection, and the determination of the Secretary of Agriculture as shown by his findings in such appeal, as to the true grade of the grain at destination at the time specified, all concurred, as stated, in showing a different grade from that indicated by the certificate of the inspector at shipping point; and if, as indicated, the discrepancy was based upon factors such as color which are not subject to natural change in transit, it is my belief that evidence of such facts would be received by the courts and should result in overturning the certificate of the inspector at the shipping point. The result would be that the receiver would be entitled to such remedy as the law of the jurisdiction affords when breach of contract is established.

May I again remind you that while the foregoing observations are believed to be correct statements of principles, the proper application of such principles depends upon the kind of contracts the parties have made for themselves. The United States grain standards Act, as you suggest, requires the use in certain cases of Federal grades and of the services of federally licensed inspectors. Observance of such requirements is not optional and nonobservance may result in punishment for violation of the law. If the positive requirements of the law be met, it makes available to the interested parties means of establishing the true grade of the grain. Whether they avail themselves of these privileges is optional, and it is possible to contract in such manner that the exercise of the privileges may be of little or no value. Therefore, so far as the buyer is concerned, whether he does business on shipping point terms or destination terms, it is highly important that he should see that these terms are

not so framed as to bind him to abide by a decision of an inspector which may prove to be erroneous and that he is assured of the benefits of the true grade of the grain at the market whose terms form the basis of his contract, when such grade is properly and finally determined in accordance with the Federal standards. You, of course, understand that this Department does not hold that the right to take an appeal under section 6 of the Act may be contracted away in advance.

I trust that the foregoing views, while general in their character, may prove to be of some benefit and assistance to you and to the trade.

Very truly yours,

[Signed]

R. W. WILLIAMS,
Solicitor.

**SALE OF OATS BY PRIVATE BRANDS WHICH IN FACT CONSTITUTE A
SYSTEM OF GRADES UNLAWFUL AFTER JUNE 16, 1919.**

APRIL 8, 1919.

DEAR SIR: Your letter dated ———, in which you requested an opinion regarding the sale of oats by brands under the provisions of section 4, of the United States grain standards Act, has been received.

Section 4, to which you refer, provides:

That whenever standards shall have been fixed and established under this Act for any grain no person thereafter shall ship or deliver for shipment in interstate or foreign commerce any such grain which is sold, offered for sale, or consigned for sale by grade unless the grain shall have been inspected and graded by an inspector licensed under this Act and the grade by which it is sold, offered for sale, or consigned for sale be one of the grades fixed therefor in the official grain standards of the United States: *Provided*, That any person may sell, offer for sale, or consign for sale, ship or deliver for shipment in interstate or foreign commerce any such grain by sample or by type, or under any name, description, or designation which is not false or misleading, and which name, description, or designation does not include in whole or in part the terms of any official grain standard of the United States: * * * No person shall in any certificate or in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice or bill of lading or other shipping document relating to, the shipment or delivery for shipment, in interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act, describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States.

It is the opinion of this Department that the provisions of the Act prescribing the use of the official grain standards of the United States and inspection, grading, and certification thereunder are applicable to transactions involving the shipment or delivery for shipment in interstate or foreign commerce of grain for which official standards have been established which is sold, offered for sale, or consigned for sale by any grade whatsoever. Hence, if the private brands to which you refer are in fact grades, which they may possibly be found to be, the employment of the designations thereof in lieu of the official standards on and after June 16, 1919, when the standards for oats become effective under the Act, would be unlawful. This Bureau is unable to advise definitely whether in its opinion any of these private brands are grades without considering all of the facts relating thereto. However, in general the Bureau regards any system, whether adopted by a single private firm or market or otherwise, which involves the separation of grain into classes or sorts according to quality or condition for commercial purposes, as a system of grading.

This department has no authority to determine officially the question presented by you. The foregoing is merely an expression of its views which may or may not be accepted by the courts.

Very truly yours,

[Signed]

CHARLES J. BRAND,
Chief of Bureau.

ALPHABETICAL LIST OF LICENSED INSPECTORS.

[The following information is supplementary to that contained in Service and Regulatory Announcements No. 38, issued October 18, 1918.]

In addition to the names of the inspectors who have been licensed since August 31, 1918, to inspect and grade shelled corn and wheat, or either shelled corn or wheat, this list contains the names of the licensed inspectors who have changed their location, those whose licenses have been suspended, or canceled at the request of the licensee, and those whose licenses were being held in suspension on August 31, 1918, and the period of suspension has been terminated since that date. This information is complete up to and including May 10, 1919. (For list of licensed inspectors August 31, 1918, see Service and Regulatory Announcements No. 38.)

Name.	Address.	Dis- trict No.	Li- cense No.
Addison, Alex.....	Leavenworth, Kans. (License canceled Mar. 18, 1919.)....	24	385
Alleman, Russell, F.....	Address changed to Office Kansas Central Elevator, Main and Kiowa Streets, Leavenworth, Kans.	24	595
Anderson, Axel E.....	720 Board of Trade Building, 303 West First Street, Du- luth, Minn.	17	746
Anderson, Harry.....	14 Cotton Exchange Building, 2102 Avenue C, Galveston, Tex.	27	773
Auerbach, Charles F.....	Buffalo, N. Y. (License canceled Jan. 9, 1919.).....	4	567
Bailey, Oliver E.....	Address changed to Winfield National Bank Building, 109 West Ninth Street, Winfield, Kans.	36	714
Baldrige, William G.....	727 Board of Trade Building, 303 West First Street, Du- luth, Minn.	17	736
Behan, Isaac Darius.....	715 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	756
Behnke, Michael G.....	717 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	753
Belden, John Will.....	619 Rorabaugh-Wiley Building, First and Main Streets, Hutchinson, Kans.	30	770
Berry, Robert V.*.....	Owensboro, Ky. (License suspended Dec. 30, 1918, at request of licensee.)	10	703
Binkley, Wendell H.*.....	Nashville, Tenn. (License canceled Jan. 17, 1919.).....	9	334
Blue, S. W.....	Laboratory, Port Dock, Astoria, Oreg.....	35	748
Bogard, Benj. F.....	Topeka, Kans. (License canceled Apr. 22, 1919.).....	24	381
Bohnet, Fred Albert.....	(Suspension of license terminated Jan. 31, 1919.) 400 Chamber of Commerce Building, Post Office Avenue and Water Street, Baltimore, Md.	6	698
Booker, Yelverton Evans*.....	Richmond, Va. (License canceled Dec. 11, 1918.).....	6	296
Burke, Thomas J.....	(Suspension of license terminated Mar. 31, 1919.) 725 Insurance Exchange Building, 175 West Jackson Boul- evard, Chicago, Ill.	20	629
Callahan, A. K.....	Address changed to 814 Alamo National Bank Building, 128 West Commerce Street, San Antonio, Tex.	27	668
Callahan, John Thomas.....	Salina, Kans. (License canceled Sept. 25, 1918.).....	24	719
Carnahan, Charles Haney*.....	719 Wabash Building, Liberty Avenue, Pittsburgh, Pa....	5	763
Clark, Harry Robert*.....	(Suspension of license terminated Mar. 26, 1919.) 820 Omaha Grain Exchange Building, Nineteenth and Harney Streets, Omaha, Nebr.	19	321
Clifford, Thomas E.....	St. Louis, Mo. (License canceled October 19, 1918.).....	22	696
Cofer, Wesley Randolph.....	(Suspension of license terminated Jan. 20, 1919.) Address changed to Room 15 Wertheimer Building, 2516 Washing- ton Avenue, Newport News, Va.	6	547
Collins, George A.....	(Suspension of license terminated Mar. 26, 1919.) Address changed to 727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	652
Cooper, Romeo V., jr.....	Office Charleston Milling Co., 200 Mill Street, Charleston, Mo.	23	752
Culp, Mather C.....	Address changed to State Grain Inspection Office, 519 Malone Avenue, Sikeston, Mo.	23	476

* License for shelled corn only.

Name.	Address.	District No.	License No.
Davis, Cushman K.....	727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	741
Dea, Clarence J.....	do.	17	745
Denny, George William.....	A. M. Ward Building, 303 West Third Street, Abilene, Kans.	24	784
Diehl, Peter A.....	Address changed to 823 First National Bank Building, Tenth and O Streets, Lincoln, Nebr.	19	622
Diffor, Charles.....	Superior, Wis.	17	798
Donaldson, William N.....	727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	739
Downing, Alexander.....	Philadelphia, Pa. (License canceled Dec. 30, 1918.)	6	487
Duddey, Andrew J.....	Address changed to Union Central Life Insurance Building, Inspection and Weighing Rooms, Fourth and Vine Streets, Cincinnati, Ohio.	11	553
Dunnire, Clarence C.....	Wichita, Kans.	39	787
Duvall, Neville W., jr.....	(Suspension of license terminated Dec. 11, 1918.) 21 Board of Trade Building, 301 West Main Street, Louisville, Ky.	10	404
Elliott, John O.....	(Suspension of license terminated April 10, 1919.) Address changed to Office Scott County Milling Co., Dexter, Mo.	23	449
Ettelson, John *.....	717 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill. (License for wheat suspended Feb. 17, 1919.)	20	783
Fasnaugh, Ralph R.....	2105 Second National Bank Building, Toledo, Ohio.	13	760
Fears, Samuel P.....	(Suspension of license terminated Jan. 10, 1919.) 3 Board of Trade Building, Eighth and Wyandotte Streets, Kansas City, Mo.	24	492
Fegan, Robert G.....	Address changed to Office Schneider Elevator, Schneider, Ind.	20	735
Fink, Conrad J.....	Chicago, Ill. (License canceled Dec. 30, 1918.)	20	758
Gilstad, Arthur M.....	727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	740
Gimpel, John C.....	Address changed to 15 Wertheimer Building, 2516 Washington Avenue, Newport News, Va.	6	372
Glover, William R.....	142 Merchants Exchange Building, 314 Pine Street, St. Louis, Mo.	22	743
Green, Walter Franklin.....	Thirteenth and Cary Streets, Richmond, Va.	6	785
Greene, Francis J.*.....	820 Omaha Grain Exchange Building, Nineteenth and Harney Streets, Omaha, Nebr.	19	779
Grubb, Orin A.....	Address changed to Morten Milling Co. Building, 916 Cadiz Street, Dallas, Tex.	28	528
Hagler, Lewis.....	Duluth, Minn. (License suspended Nov. 19, 1918, at request of licensee.)	17	569
Hanks, Herbert F.....	511 Terre Haute Trust Building, Wabash Avenue and Seventh Street, Terre Haute, Ind.	12	768
Hanson, Francis L.....	(Suspension of license terminated April 18, 1919.) 727 Board of Trade Building, Duluth, Minn.	17	604
Harris, Thomas L.....	Glover Building, 235 West Eighth Street, Kansas City, Mo.	24	765
Hedemann, Fred W.....	619 Rorabaugh-Wiley Building, First and Main Streets, Hutchinson, Kans.	30	771
Henry, Oren T.....	717 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	755
Herrington, George W.....	Galveston, Tex. (License canceled Sept. 25, 1918.)	27	713
Hillis, John.....	Kansas City, Kans. (License revoked Feb. 7, 1919.)	24	393
Holmberg, N. J.....	304 Flour Exchange Building, Third Street and Fourth Avenue South, Minneapolis, Minn.	18	777
Jahnke, Emil W.**.....	Bozeman, Mont. (License canceled Apr. 7, 1919.)	33	688
Jerdee, Mons E.....	Address changed to 206 Flour Exchange Building, Third Street and Fourth Avenue South, Minneapolis, Minn.	18	722
Jordan, M. I.....	Address changed to 521 Grain Exchange Building, corner Grand and Harvey Streets, Oklahoma City, Okla.	29	609
Kammerer, Phil. C.....	(Suspension of license terminated Oct. 7, 1918.) 200 Chamber of Commerce Building, 95 Michigan Street, Milwaukee, Wis.	16	534
Kerner, Jacob V.....	Address changed to Room 4, General Office Building, Texas City, Tex.	27	530
Kizer, Loren P.*.....	Grand Bay, Ala.	26	774
Klee, William A.....	717 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	757
Kraus, John Emil.....	Buffalo, N. Y. (License canceled Jan. 23, 1919.)	4	440
Lacy, Rescoe Herschel.....	Kansas City, Kans. (License canceled Oct. 31, 1918.)	24	768
LePage, Joseph A.....	723 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	742
Leh, R. J.**.....	(License canceled April 23, 1919.)		
Linglo, Ormsby K.....	Oran, Mo.	23	760
Loelke, Herman *.....	(Suspension of license terminated Mar. 31, 1919.) 826 Chamber of Commerce Building, 240 Main Street, Buffalo, N. Y.	4	335
MacLachlan, Perry L.....	727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	738
Martin, Robert H.*.....	Sioux City, Iowa. (License canceled Jan. 28, 1919.)	19	305
Matthews, F. A.....	Address changed to 142 Merchants' Exchange Building, 314 Pine Street, St. Louis, Mo.	22	686
McCall, Olee B.....	Glover Building, 235 West Eighth Street, Kansas City, Mo.	24	766

* License for shelled corn only.

** License for wheat only.

Name.	Address.	District No.	License No.
McCarthy, Eugene, jr.*	Chicago, Ill. (License canceled Sept. 23, 1918.)	20	311
McDermott, John T.	Address changed to 715 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	418
Mitchell, Fred W.	Address changed to Office Elevator "B," Platte and Factory Streets, Fremont, Nebr.	19	570
Mitchell, Lawton Lacy	Room 4 Chamber of Commerce Building, 113-115 North Fifth Street, Waco, Tex.	28	778
Moorman, Herbert T.	(Suspension of license terminated Jan. 24, 1919.) Grain Inspection Department, Produce Exchange Building, 1 Whitehall Street, New York, N. Y.	2	700
Morris, George C.	Pittsburgh, Pa. (License suspended Dec. 4, 1918, at request of licensee.)	5	691
Moyer, Lawrence Eldo.	Wichita, Kans.	30	788
Nye, Ray J.	Superior, Wis. (License suspended Jan. 29, 1919, at request of licensee.)	17	455
Ogren, Clarence C.	(Suspension of license terminated Dec. 12, 1918.) Address changed to 615 New England Building, Fifth Street and Kansas Avenue, Topeka, Kans.	24	717
Olson, Edward A.	206 Flour Exchange Building, Third Street and Fourth Avenue South, Minneapolis, Minn.	18	751
Owens, Thomas J.	142 Merchants Exchange Building, 314 Pine Street, St. Louis, Mo.	22	776
Patton, J. E.**	218 Ford Building, Third Street, Great Falls, Mont.	18	772
Peters, Harry L.	Inspector's Office, Grand Trunk Elevator Building, Port Huron, Mich.	15	759
Poisel, Charles O.	720 Board of Trade Building, Meridian and Ohio Streets, Indianapolis, Ind.	12	782
Porter, Charles E.	Portland, Oreg. (License suspended Nov. 2, 1918, at request of licensee.)	35	531
Raker, Charles F.	Address changed to 587 Bourse Building, Fifth and Ludlow Streets, Philadelphia, Pa.	3	565
Reed, Glenn G.	727 Board of Trade Building, 303 West First Street, Duluth, Minn.	17	737
Rehnke, E. R.	Minneapolis, Minn. (License canceled Dec. 14, 1918.)	18	358
Reid, J. Gray *	716 Law Building, 102 Plume Street, Norfolk, Va.	6	769
Reitz, Fred A.	717 Insurance Exchange Building, 175 West Jackson Boulevard, Chicago, Ill.	20	754
Rice, J. Walter.	Milwaukee, Wis. (License canceled Jan. 29, 1919.)	16	527
Riley, Eugene L.	Buffalo, N. Y. (License canceled Feb. 4, 1919.)	4	491
Robinson, Clarence W.	Address changed to Grain Inspection Department, Board of Trade Building, 320 Magazine Street, New Orleans, La.	26	561
Roby, Frank M.*	1 Fruit Auction Building, 615 Stones Levee, Cleveland, Ohio.	14	764
Ross, Geo. B.	Kansas City, Kans. (License canceled May 5, 1919.)	24	609
Ruasch, Anton.	200 Chamber of Commerce Building, 95 Michigan Street, Milwaukee, Wis.	16	761
Scheer, Henry Michael.	Newport News, Va. (License canceled Jan. 15, 1919.)	6	438
Scherrer, Charles A.	126 Merchants Exchange Building, Third and Chestnut Streets, St. Louis, Mo.	22	747
Shanahan, Paul S.	Buffalo, N. Y. (License suspended Nov. 29, 1918, at request of licensee.)	4	333
Silbernagel, William H.*	Address changed to 2519 Elliott Avenue, Louisville, Ky.	10	259
Snyder, R. Claude.	505 Alaska Building, Second Avenue and Cherry Street, Seattle, Wash.	34	749
Spera, Wm. A.	Toledo, Ohio. (License canceled May 7, 1919.)	13	396
Stanley, Ward E.	Address changed to Glover Building, 235 West Eighth Street, Kansas City, Mo.	24	715
Stevens, Thomas A.	Spokane, Wash. (License canceled Sept. 20, 1918.)	33	599
Stewart, George **	Utah Agricultural College, Room 125 Main Building, Logan, Utah.	32	781
Taylor, Jacob L.	Address changed to 609 South Sixth Street, Evansville, Ind.	10	563
Thomas, Sam. D.	Baltimore, Md. (License canceled Oct. 24, 1918.)	6	367
Tolson, Reginald B.	Address changed to 142 Merchants Exchange Building, 314 Pine Street, St. Louis, Mo.	22	661
Towner, Harry Earle.	Address changed to Wichita Falls, Tex.	28	730
Tracy, Walter J.	(Suspension of license terminated Oct. 19, 1918.) Address changed to Room P, Chamber of Commerce Building, 177 Milk Street, Boston, Mass.	1	443
Tully, Joseph, jr.*	First floor, Gwynne Building, Sixth and Main Streets, Cincinnati, Ohio.	11	767
Ulik, Joseph P.	200 Chamber of Commerce Building, 95 Michigan Street, Milwaukee, Wis.	16	762
Waddick, Richard L.	(Suspension of license terminated Jan. 29, 1919.) 206 Flour Exchange Building, Third Street and Fourth Avenue South, Minneapolis, Minn.	18	617
Wallace, Wendell B.	Champaign, Ill.	21	786
Ware, Albert R.	Kansas City, Mo. (License canceled Jan. 4, 1919.)	24	685
Wasser, Joseph C.	Kansas City, Mo. (License revoked May 2, 1919.)	24	384
Webster, Hugh.	Enid, Okla.	29	780
Wheeler, James Birdet.	St. Joseph, Mo. (License canceled Mar. 15, 1919.)	24	471
Winslow, Clifford W.	Kansas City, Mo.	24	792
Woody, Homer Milligan.	18 Nessmith Building, 118 West Iron Street, Salina, Kans.	24	775
Wright, Chas. W.	Portland, Oreg.	35	791

* License for shelled corn only.

** License for wheat only.

LICENSED INSPECTORS BY DISTRICTS.

In addition to the names of the inspectors who have been licensed since August 31, 1918, to inspect and grade shelled corn and wheat, or either shelled corn or wheat, this list contains the names of the licensed inspectors who have changed their inspection points, and the point or points where each will perform inspection services, those whose licenses have been suspended or canceled at the request of licensee, and those whose licenses were being held in suspension on August 31, 1918, and the period of suspension has been terminated since that date. (For list of licensed inspectors August 31, 1918, see Service and Regulatory Announcements No. 38.)

Name.	Inspection point.	License No.
District No. 1:		
Tracy, Walter J.....	Boston, Mass. (Formerly Chicago, Ill.).....	443
District No. 2:		
Moorman, Herbert T.....	(Suspension of license terminated Jan. 24, 1919.).....	700
District No. 3:		
Downing, Alexander.....	Philadelphia, Pa. (License canceled Dec. 30, 1918.).....	487
District No. 4:		
Auerbach, Charles F.....	Buffalo, N. Y. (License canceled Jan. 9, 1919.).....	567
Kraus, John Emil.....	Buffalo, N. Y. (License canceled Jan. 23, 1919.).....	440
Loefke, Herman*.....	(Suspension of license terminated Mar. 31, 1919.).....	335
Riley, Eugene E.....	Buffalo, N. Y. (License canceled Feb. 4, 1919.).....	491
Shanahan, Paul S.....	Buffalo, N. Y. (License suspended Nov. 29, 1918, at request of licensee.).....	383
District No. 5:		
Carnahan, Charles H.*.....	Pittsburgh, Pa.	763
Morris, George C.....	Pittsburgh, Pa. (License suspended Dec. 4, 1918, at request of licensee.).....	691
District No. 6:		
Bohnet, Fred A.....	Baltimore, Md. (Suspension of license terminated Jan. 31, 1919.).....	698
Booker, Yelverton E.*.....	Richmond, Va. (License canceled Dec. 11, 1918.).....	296
Cofer, W. R.....	Newport News, Va. (Suspension of license terminated Jan. 20, 1919.).....	547
Gimpel, John C.....	Newport News, Va. (Formerly Baltimore, Md.).....	372
Green, W. F.....	Richmond, Va.	785
Reid, J. Gray*.....	Norfolk and Portsmouth, Va.....	769
Scheer, Henry M.....	Newport News, Va. (License canceled Jan. 15, 1919.).....	438
Thomas, Sam. D.....	Baltimore, Md. (License canceled Oct. 24, 1918.).....	367
District No. 8:		
No change.		
District No. 9:		
Binkley, Wendell H.*.....	Nashville, Tenn. (License canceled Jan. 17, 1919.).....	334
District No. 10:		
Berry, Robert V.*.....	Owensboro, Ky. (License suspended Dec. 30, 1918, at request of licensee.).....	703
Duvall, Neville W., jr.....	Louisville, Ky. (Suspension of license terminated Dec. 11, 1918.).....	404
District No. 11:		
Tully, Joseph, jr.*.....	Cincinnati, Ohio.....	767
District No. 12:		
Hanks, Herbert F.....	Terre Haute, Ind.....	768
Poisel, Charles O.....	Indianapolis, Ind.....	782
District No. 13:		
Fasnaugh, Ralph R.....	Detroit, Mich.....	760
Spera, William A.....	Toledo, Ohio. (License canceled May 7, 1919.).....	396
District No. 14:		
Roby, Frank M.*.....	Cleveland, Ohio.....	764
District No. 15:		
Peters, Harry L.....	Port Huron, Mich.....	759
District No. 16:		
Kammerer, Phil. C.....	Milwaukee, Wis. (Suspension of license terminated Oct. 7, 1918.).....	534
Rice, J. Walter.....	Milwaukee, Wis. (License canceled Jan. 29, 1919.).....	527
Ruesch, Anton.....	Milwaukee, Wis.....	761
Ulik, Joseph P.....	do.....	762
District No. 17:		
Anderson, Axel E.....	Duluth, Minn.....	746
Baldrige, William G.....	Duluth, Minn., and Superior, Wis.....	736
Collins, George A.....	Duluth, Minn., and Superior, Wis. (Formerly Marshall, Minn.) (Suspension of license terminated Mar. 26, 1919.).....	652
Davis, Cushman K.....	Duluth, Minn., and Superior, Wis.....	741
Dea, Clarence J.....	do.....	745
Diffor, Charles.....	Superior, Wis.....	789

* License for shelled corn only.

Name.	Inspection point.	License No.
District No. 17—Continued.		
Donaldson, William N.....	Duluth, Minn., and Superior, Wis.....	739
Gilstad, Arthur M.....	.....do.....	740
Hagler, Lewis.....	Duluth, Minn. (License suspended Nov. 19, 1918, at request of licensee.)	509
Le Page, Joseph A.....	Duluth, Minn., and Superior, Wis.....	742
MacLachlan, Perry L.....	.....do.....	738
Nye, Ray J.....	Superior, Wis. (License suspended Jan. 29, 1919, at request of licensee.)	455
Reed, Glenn G.....	Duluth, Minn., and Superior, Wis.....	737
District No. 18:		
Holmberg, N. J.....	Minneapolis and Duluth, Minn.....	777
Jerde, Mons E.....	Minneapolis, Minn. (Formerly St. Paul, Minn.)	722
Olson, Edward A.....	.....do.....	751
Patton, J. E.**.....	Great Falls, Mont.....	772
Rehnke, E. R.....	Minneapolis, Minn. (License canceled Dec. 14, 1918.)	358
Waddick, Richard L.....	Minneapolis, Minn. (Suspension of license terminated Jan. 29, 1919.)	617
District No. 19:		
Clark, Harry Robert *.....	Omaha, Nebr. (Suspension of license terminated Mar. 26, 1919.)	321
Greene, Francis J.*.....	Omaha, Nebr.....	779
Martin, Robert H.*.....	Sioux City, Iowa. (License canceled Jan. 28, 1919.)	305
District No. 20:		
Behan, Isaac Darius.....	Chicago, Ill.....	756
Behnke, Michael G.....	.....do.....	753
Burke, Thomas J.....	Chicago, Ill. (Suspension of license terminated Mar. 31, 1919.)	620
Ettelson, John *.....	Chicago, Ill.....	783
Fink, Conrad J.....	Chicago, Ill. (License canceled Dec. 30, 1918.)	758
Henry, Oren T.....	Chicago, Ill.....	755
Klee, William A.....	.....do.....	757
McCarthy, Eugene, jr.*.....	Chicago, Ill. (License canceled Sept. 23, 1918.)	311
Reitz, Fred A.....	Chicago, Ill.....	754
District No. 21:		
Wallace, Wendell B.*.....	Champaign, Ill.....	786
District No. 22:		
Clifford, Thomas E.....	St. Louis, Mo. (License canceled Oct. 19, 1918.)	696
Glover, William R.....	St. Louis, Mo.....	743
Matthews, F. A.....	St. Louis, Mo. (Formerly Sikeston, Mo.)	686
Owens, Thomas J.....	St. Louis, Mo.....	776
Scherrer, Charles A.....	East St. Louis, Ill.....	747
District No. 23:		
Cooper, Romeo V., jr.....	Charleston, Mo.....	752
Culp, Mather C.....	Sikeston, Mo. (Formerly Kansas City, Mo.)	476
Elliott, John O.....	(Suspension of license terminated Apr. 10, 1919.)	449
Lingle, Ormsby K.....	Oren, Mo.....	790
District No. 24:		
Addison, Alex.....	Leavenworth, Kans. (License canceled Mar. 18, 1919.)	385
Alleman, Russell F.....	Leavenworth, Kans. (Formerly Kansas City, Kans.)	595
Bogard, Benj. F.....	(License canceled Apr. 22, 1919.)	381
Callahan, John Thomas.....	Salina, Kans. (License canceled Sept. 25, 1918.)	719
Denny, George W.....	Abilene, Kans.....	784
Fears, Samuel P.....	Kansas City, Mo. (Suspension of license terminated Jan. 10, 1919.)	492
Harris, Thomas L.....	Kansas City, Kans.....	765
Hillis, John.....	Kansas City, Kans. (License revoked Feb. 7, 1919.)	393
Lacy, Roscoe Herschel.....	Kansas City, Kans. (License canceled Oct. 31, 1918.)	708
McCall, Olee B.....	Kansas City, Kans.....	766
Ogren, Clarence C.....	Topeka, Kans. (Formerly Hutchinson, Kans.)	717
Ross, George B.....	(License canceled May 5, 1919.)	609
Ware, Albert R.....	Kansas City, Mo. (License canceled Jan. 4, 1919.)	685
Wasser, Joseph C.....	Kansas City, Kans. (License revoked May 22, 1919.)	384
Wheeler, James Birdet.....	St. Joseph, Mo. (License canceled Mar. 15, 1919.)	471
Williams, Charles M.....	St. Joseph, Mo. (Formerly Kansas City, Mo.)	475
Winslow, Clifford W.....	Kansas City, Kans.....	792
Woody, Homer Milligan.....	Salina, Kans.....	775
District No. 25:		
No change.		
District No. 26:		
Kizer, Loren P.*.....	Grand Bay, Ala.....	774
Robinson, Clarence W.....	New Orleans, La. (Formerly Fort Worth, Tex.)	561
District No. 27:		
Anderson, Harry.....	Galveston, Tex.....	773
Callahan, A. K.....	San Antonio, Tex. (Formerly Enid, Okla.)	668
Herrington, George W.....	Galveston, Tex. (License canceled Sept. 25, 1918.)	713
Kerner, Jacob V.....	Texas City, Tex. (Formerly Galveston, Tex.)	530
District No. 28:		
Grubb, Orin A.....	Dallas, Tex. (Formerly Wichita Falls, Tex.)	528
Mitchell, Lawton Lacy.....	Waco, Tex.....	778
Towner, Harry Earle.....	Wichita Falls, Tex.....	703
District No. 29:		
Webster, Hugh.....	Enid, Okla.....	780

* License for shelled corn only.

** License for wheat only.

Name.	Inspection point.	License No.
District No. 30:		
Belden, John Will.....	Hutchinson, Kans.....	770
Dunnire, C. C.....	Wichita, Kans.....	787
Hedemann, Fred W.....	Hutchinson, Kans.....	771
Moyer, L. E.....	Wichita, Kans.....	788
District No. 31:		
No change.		
District No. 32:		
Leth, R. J.**.....	Boise, Idaho. (License canceled Apr. 28, 1919.).....	744
Stewart, George *.....	Logan, Utah.....	781
District No. 33:		
Jahnke, Emil W.*.....	Bozeman, Mont. (License canceled Apr. 7, 1919.).....	688
Stevens, Thomas A.....	Spokane, Wash. (License canceled Sept. 20, 1918.).....	599
District No. 34:		
Snyder, R. Claude.....	Seattle, Wash.....	749
District No. 35:		
Bluc, S. W.....	Astoria and Portland, Oreg.....	748
Porter, Charles E.....	Portland, Oreg. (License suspended Nov. 2, 1918, at request of licensee.).....	531
Wright, Charles W.....	Portland, Oreg.....	791
District No. 36:		
No change.		

** License for wheat only.

ISSUANCE OF DUPLICATE LICENSE AND IDENTIFICATION CARDS.

A duplicate identification card No. 714 was issued to Oliver E. Bailey, Winfield, Kans., February 13, 1919, as an inspector of shelled corn and wheat; a duplicate identification card No. 740 was issued to Arthur M. Gilstad, Duluth, Minn., October 30, 1918, as an inspector of shelled corn and wheat; and a duplicate license No. 565 was issued to Charles F. Raker, Philadelphia, Pa., February 17, 1919, as an inspector of shelled corn and wheat, pursuant to regulation 2, section 8, of the rules and regulations of the Secretary of Agriculture under the United States grain standards Act.

CHANGES IN INSPECTION POINTS.

[See Service and Regulatory Announcements No. 38 for list of inspection points as of Aug. 31, 1918.]

City or town.	State.	District No.	City or town.	State.	District No.
NEW.			NEW.		
Astoria.....	Oregon.....	35	Port Huron.....	Michigan.....	15
Austin.....	Minnesota.....	18	Portsmouth *.....	Virginia.....	6
Charleston.....	Missouri.....	23	Richmond.....	do.....	6
Dallas.....	Texas.....	28	San Antonio.....	Texas.....	27
Dexter.....	Missouri.....	23	Texas City.....	do.....	27
Great Falls **.....	Montana.....	18	Waco.....	do.....	28
Logan **.....	Utah.....	32			
Newport News.....	Virginia.....	6	ABANDONED.		
Norfolk *.....	do.....	6			
Oran.....	Missouri.....	23	Owensboro †.....	Kentucky.....	10

* Inspection point for shelled corn only.

** Inspection point for wheat only.

† Inspector's license suspended.



U. S. DEPARTMENT OF AGRICULTURE.

BUREAU OF MARKETS.

CHARLES J. BRAND, CHIEF.

SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 50.*

GOVERNMENT CONTROL OF THE WOOL CLIP OF 1918.

Review of Regulations and Interpretations Thereof.

Contents.	Page
Introduction.....	2
Executive Order Transferring Wool Section, War Industries Board, to Bureau of Markets.....	2
Permit to Distributing Center Dealer.....	3
Agreement Signed by Distributing Center Dealer.....	3
Permit to Country Dealer.....	3
Agreement Signed by Country Dealer.....	4
Regulation Applicable to Country Dealers in St. Louis District.....	4
New Mexico Special Regulation.....	5
California Special Regulation.....	5
Pulled Wool Regulation.....	7
Regulations for Buying of Wool by Mills Located in Country Wool Sections ..	8
Application by Mill for Permit to Buy Wool from Local Wool Growers.....	9
Distribution of Excess Profits.....	9
Demurrage Charges.....	10
Contents of Returns to Growers.....	10
Interpretations of Certain Portions of Regulations.....	11

*This is the first Service and Regulatory Announcement issued by the Bureau of Markets regarding the handling of the wool clip of 1918.

INTRODUCTION.

On May 21, 1918, the Wool Division of the War Industries Board issued regulations for handling the wool clip of 1918. From correspondence which the Bureau of Markets is constantly receiving, as well as from other sources, it is apparent that the practices followed by the various approved country and distributing center dealers are not uniform. With a view to placing in the hands of dealers of wool of the 1918 clip, such information as it is deemed necessary to enable them to carry out the spirit of the Regulations promulgated under date of May 21, 1918, by the War Industries Board, especially that portion which relates to the disposition of excess profits, these Service and Regulatory Announcements are issued.

By an Executive Order dated December 31, 1918, the work of the Wool Division of the War Industries Board was transferred to the Bureau of Markets of the Department of Agriculture. This order reads in part as follows:

That the powers and functions of the Wool Division of the War Industries Board, including particularly those relating to the payment by the dealers or buyers of any sums due by them in accordance with the "Government Regulations for Handling Wool Clip of 1918," as established by said Board on May 21, 1918, and the disposition of such payments, shall, on January 1, 1919, be transferred to and thereafter exercised by the Bureau of Markets of the Department of Agriculture, until such time as the affairs and duties of said division, uncompleted on said date, shall have been finally completed and wound up. There shall be transferred and assigned to said Bureau of Markets such officials or employees of the War Industries Board, if any, as, in the judgment of the chairman of the said Board and the Chief of the said Bureau, may be necessary for the performance of the duties therein referred to, and also all papers, files, and records appertaining thereto, and the expenses incident to said duties shall be charged against and paid from the appropriations of the War Industries Board. Upon the completion of said duties the papers, files, and records aforesaid shall be transferred by the Bureau of Markets to the liquidating officer of the War Industries Board, and the powers and functions thereby transferred shall thereupon cease and be at an end.

From time to time the Regulations promulgated May 21, 1918, were amended to meet existing conditions. These supplementary regulations were issued in mimeographed form by the Chief of the Wool Division of the War Industries Board. In order that all dealers of any one class or affected by any one regulation or ruling may calculate their season's business on a common basis, these supplementary regulations are published, as well as copies of permits which were issued and copies of agreements which were signed by approved country and distributing center dealers.

PERMIT TO DISTRIBUTING CENTER DEALER.

WASHINGTON, D. C.

.....1918.

WAR INDUSTRIES BOARD,
WOOL DIVISION.**PERMIT TO OPERATE.**

Permission is hereby granted to.....

City.....

State.....

to operate as an approved wool dealer in distributing center for the handling of the
1918 Domestic Clip in conformity with the Regulations of the War Industries Board.LEWIS PENWELL,
Chief of Wool Division,
WAR INDUSTRIES BOARD.**AGREEMENT SIGNED BY DISTRIBUTING CENTER DEALER.**I, the undersigned, having received from the Wool Division of the War Industries
Board a permit to operate as an approved wool dealer in a distributing center,
hereby agree to operate subject to the rules heretofore adopted or to be adopted
by said Board for the handling of the 1918 Domestic Clip.My permit is subject to immediate revocation for failure to comply with said
regulations.

City.....

State.....

Please date, sign, giving address, and return to

LEWIS PENWELL,
Chief of Wool Division,
WAR INDUSTRIES BOARD.**PERMIT TO COUNTRY DEALER.**

WASHINGTON, D. C.

.....1918.

WAR INDUSTRIES BOARD,
WOOL DIVISION.**PERMIT TO OPERATE.**

Permission is hereby granted to.....

Town.....

State.....

to operate as an approved wool dealer in country districts, for the 1918 clip, in
conformity with the regulations of the War Industries Board.LEWIS PENWELL,
Chief of Wool Division,
WAR INDUSTRIES BOARD.

AGREEMENT SIGNED BY COUNTRY DEALER.

I, the undersigned, having received from the Wool Division of the War Industries Board a permit to operate as an approved wool dealer in country districts, hereby agree to operate subject to the rules heretofore adopted or to be adopted by said Board for the handling of fleece wools.

My permit is subject to immediate revocation for failure to comply with said regulations.

Town.....

State.....

Please date, sign, giving address, and return to

LEWIS PENWELL,
Chief of Wool Division,
WAR INDUSTRIES BOARD.

Because of peculiar local conditions existing in the vicinity of St. Louis, in New Mexico, and in California, special regulations were made in each case.

REGULATION APPLICABLE TO COUNTRY DEALERS IN ST. LOUIS DISTRICT.

In addition to the wording of the agreement of country dealers as above given, the following words were inserted in agreements signed by those operating as country dealers in the St. Louis territory:

It is understood that on all lots of wool less than 2,000 pounds bought from growers or received on consignment, the commission is to be 2c. per pound. On lots of 2,000 pounds or over bought from growers or received on consignment, the commission shall be 1½c. per pound.

On lots of 2,000 pounds or less, received on consignment from country storekeepers or merchants, the commission is to be 2c. per pound, one cent of which goes to the country storekeeper or merchant, and one cent to the commission merchant who receives the consignment.

This ruling was made because most wools moving into St. Louis from contiguous territory come in small lots, ranging from one fleece up, direct from farmers or country stores to wool dealers and commission merchants. Usually these small lots form part of a shipment of produce, hides, junk, etc., and the 2c. per pound on shipments of less than 2,000 pounds was allowed to compensate dealers and commission merchants for extra work involved in getting these wools to distributing centers.

This special regulation was applicable to wool dealers and commission merchants who held permits and operated as country dealers only. It did not apply to distributing center dealers in St. Louis or elsewhere.

NEW MEXICO SPECIAL REGULATION.

The following special regulation was made and applied exclusively to New Mexico:

In New Mexico there are a great many small clips running very wide in grade. There are also several scouring mills in the state. It is, therefore, deemed necessary to make special regulations to cover the situation.

Local dealers or scourers in New Mexico are granted the privilege of buying clips of irregular grade and scouring them at the local scouring mills. These local dealers or scourers are required to pay the growers of these clips of irregular grade fair prices for their clips based on Atlantic Seaboard values as established by the Government, less

1. The cost of sorting and scouring.
2. Freight to Atlantic Seaboard points.
3. Estimated interest at the rate of 6% per annum to cover the time elapsing between the time the grower is paid and the time the buyer receives his money when the wool is delivered East.
4. Profit to the local buyer not to be over 1c. per pound net in the grease.

In order to avoid profiteering, the books of the local dealers and scourers shall be open to Government inspection, and if upon examination the books of any one show a net profit in excess of 1c. per pound on greasy wool handled during the season, then such excess shall be disposed of as the Government directs.

These regulations apply only to the local dealers in New Mexico. Dealers located in the distributing centers may receive New Mexico wools only on consignment.

CALIFORNIA SPECIAL REGULATION.

The following special regulation was made and applied exclusively to California wools:

The attached pamphlet covering Government Regulations for handling the Wool Clip of 1918 provides substantially THAT GROWERS IN THE STATES WEST OF THE MISSOURI RIVER ARE NOT PERMITTED TO SELL, BUT THAT ANY GROWER IN THE WESTERN STATES MAY CONSIGN HIS WOOL TO ANY APPROVED DEALER IN ANY APPROVED DISTRIBUTING CENTER; that the dealer will handle the wool on a commission, to be paid by the Government, and that the grower will get the full Government price for his wool, less freight to the Atlantic Seaboard, and less interest on any advance which may be made to him up to the time the wool arrives at its destination. This arrangement already applies to California, and any grower has this privilege, as stated above, and as outlined in detail in the pamphlet under the heading of "Territory Wool Regulations."

Special Arrangements Regarding California.

There is a considerable saving in freight rates on baled wool over wool in bags and heretofore it has also been necessary to scour and carbonize many California wools. To do this it has been necessary in the past to have these wools assembled at various points in California, there to be blended and baled in the grease or else scoured, carbonized and shipped East for sale. After the wool has arrived at the Eastern center in the neighborhood of the mills, it is there inspected by the representatives of the mills and purchased with reference to the particular needs of the mill.

The Quartermaster General's Department, which this year will be the buyer of practically all California wools, wishes to have them follow as nearly as possible the channels heretofore taken, and make its purchase after they have arrived at the Eastern centers of distribution where they can be inspected by the Quartermaster General's Department and the representatives of the mills, and be distributed with reference to the particular class of goods which is being manufactured by the mills. Accordingly, for the foregoing reasons, there will be no approved distributing center established in California.

However, in order to leave wool enough in the state to amply take care of the needs of all the mills in the state, and in order to utilize the very efficient carbonizing and scouring plants of the state to their fullest capacity and to give the growers having wools which should be carbonized an opportunity to dispose of their clips, locally, should they desire to do so, *dealers approved by the Board will be permitted, under Government regulations, to buy California wools at a price sufficiently below the established Government price to enable the dealer to make a net profit of not to exceed one cent (1c.) per pound for buying and assembling these wools.* This will be done in order to have them blended, baled, scoured, carbonized, and baled for shipment, either to local mills or to approved Eastern distributing centers, and final sale to the Government.

The price the Government has fixed is on a basis of delivery at the Atlantic Seaboard, and the grower will have to pay the freight to the Atlantic Seaboard, whether he consigns his wool or sells it. Therefore, the dealer in buying and in order to make a net profit of one cent (1c.) per pound, will of course have to pay the grower the Government price, less the one cent (1c.), less freight and baling expense, less the cost of scouring or carbonizing—if it must be scoured and carbonized—and less the estimated interest at the rate of 6% on the investment until the wool arrives at the Atlantic Seaboard.

The books of approved dealers shall be at all times open to Government inspection, and if at the end of the season's business it is found that the net profits exceed one cent (1c.) per pound on the season's business, then such excess profit shall be disposed of as the Government decides.

Attention is again called to the fact that no grower is required to sell unless he wishes to do so, and that at all times he has the privilege of consigning his wool to an approved dealer in an approved distributing center, at which point the wool will be appraised and purchased by the Government, and the full Government price paid the grower, with no deductions whatever for commissions or middlemen's profits.

Growers of small clips who desire to do so will be allowed to pool their clips in quantities of not less than minimum carloads and consign the wools so pooled as one account to any approved dealers in any approved distributing center. Growers

who desire to consign their wool to San Francisco, Stockton, or other usual concentration points in California, may consign it to any approved dealer, whose commission shall be $\frac{1}{2}\text{c.}$ per pound to be paid by the grower.

These regulations apply to California wool only. Wools from states to the east of California will be required to be shipped East.

Dealers wishing to operate under these special regulations should apply to the undersigned for a formal permit to operate.

LEWIS PENWELL,
Chief of Wool Division,
WAR INDUSTRIES BOARD,
Washington, D. C.

PULLED WOOL REGULATIONS.

The following regulation was made to cover pulled wool:

1. The price of pulled wool has been fixed by the War Industries Board on the basis of prices established as of July 30, 1917, at the eastern seaboard markets.

2. For purposes of valuation and distribution each puller of wool shall consign his pullings to a commission house or dealer in some one of the designated distributing centers, who shall act as the puller's agent in delivering the wool to the Government, if bought by the Government, or if not bought by the Government, then to act in transferring said wool to such manufacturers as may be designated by the Government to receive it.

3. Consignees of pulled wool shall be entitled to receive a commission or sum equal to $2\frac{1}{2}\%$ on the selling price, this compensation to be paid by the Government on any wool the Government may buy, or if not bought by the Government, then said commission or compensation shall be added to the selling price of the wool, and shall be paid by the manufacturer to whom such wool is allotted. This commission shall cover all handling charges at the center of distribution, including drayage, storage, and insurance; but in case any lot shall remain in the hands of the consignee for a period longer than six months after the date of its arrival at the distributing center (as shown by the railroad receipt) then such consignee shall be entitled to storage and insurance at market rates for such further period.

4. It is incumbent for the pullers to deliver their wool at distributing centers, and as the prices fixed are on a basis of Atlantic Seaboard prices, the freight on the wool from point of origin to the Atlantic Seaboard markets will be a charge against the wool and will be paid by the owner of the wool.

5. After the wool has been valued and approved, payment will be made net cash in ten days from receipt of bills, invoices, and warehouse receipt, or else order bill of lading, as may be required. The commission house or dealer shall make returns to the consignee as soon as possible thereafter.

6. Pullers are required to send each month not later than the tenth day of the following month a detailed statement of each month's pulling. These returns must be made out in duplicate, and one copy sent to the Wool Administrator, 273 Summer Street, Boston, and the other to the Chief of the Wool Division, War Industries Board, Washington, D. C.

**Prices on Pulled Wool Produced up to April 25, 1918, Taken Over Under
the Direction of the War Industries Board.**

All wool pulled up to and including April 25, 1918, suitable for Government requirements will be taken at prices as of July 30, 1917, for wool costing July 30th prices or less.

For all pulled wool which can be shown to cost the owner prices in excess of July 30th prices, the Government will pay on account of overhead and recognized excess value of spot wool an amount of 5% above cost on all grades. Cost to be composed of out of pocket cost consisting of first cost, transportation, Marine and War Insurance (if any), and interest at 6%, but this total in no case is to exceed April 5th prices, as per list, submitted by the Valuation Committees.

May 21, 1918.

**REGULATIONS FOR BUYING OF WOOL BY MILLS LOCATED IN
COUNTRY WOOL SECTIONS.**

The following special regulation applied in the case of mills located in wool growing districts and engaged on Government contracts:

1. Mills located in wool growing districts and having Government contracts may be granted permits to buy from the growers only in their immediate locality. By immediate locality is meant a radius of not over fifty miles. Mills are not permitted to buy from local dealers.

2. Mills having Government contracts and being situated in a wool growing section of the country from which in the past they have been accustomed to purchase wool from the local growers, will be given a permit by the War Industries Board to purchase a limited amount of wool from the local grower within a radius of fifty miles.

3. Ordinarily mills would buy from the dealers in distributing centers and when this is done there is included in the price of the wool:

- | | |
|----------------------------------|-------|
| 1. Local commission amounting to | 1½c. |
| 2. Dealer's " " | 4% |
| 3. Freight to Atlantic Seaboard | ----- |

When the mills buy direct from growers these three items of expense are saved, and the benefit of this saving should be divided equally between the growers and the mills.

4. No mill shall resell any wool except to the Government.

5. Mills must buy only from growers and from the Government.

6. Mills desiring to operate under these rules must fill out a questionnaire, which will be furnished on application to this division.

APPLICATION BY MILL FOR PERMIT TO BUY WOOL FROM LOCAL WOOL GROWERS.

Date.....

From.....

TO WOOL DIVISION, WAR INDUSTRIES BOARD,
WASHINGTON, D. C.:

We have been awarded Government contract or contracts as per the following particulars, and would request permit to purchase direct from the wool growers in our immediate vicinity.....lbs. of wool.

Gov. Contract No.	Fabric	No. Yards Undelivered
" " " "	" "	" " "
" " " "	" "	" " "
" " " "	" "	" " "

We require to complete above contracts.....lbs. of wool, and have in our possession at present time.....lbs. of wool suitable for these contracts. We have in the past five years purchased directly from the wool growers in our vicinity (a radius of fifty miles) a yearly average of about.....lbs. We have since the 5th of April, 1918, purchased.....lbs. of wool from growers or dealers. We have procured from the Government since the 5th of April, 1918,.....lbs. of wool.

In consideration of being permitted to buy as outlined by regulations, we hereby agree to keep your Department advised as to how much wool we have bought of each grade and the price paid.

(Signed).....

DISTRIBUTION OF EXCESS PROFITS.

Under date of August 10, 1918, copy of the following order was mailed to all approved wool dealers:

August 10, 1918.

TO ALL APPROVED WOOL DEALERS, WHETHER IN DISTRIBUTING CENTERS OR COUNTRY DEALERS:

Gentlemen:

You will recall that the Government Regulations regarding the Domestic Wool Clip for 1918 provided that books should be kept by dealers which should always be open to Government inspection, and that if at the end of the season's business it was found that the dealer's profits were beyond the amount designated in the regulations such excess should be disposed of as the Government should decide. Some dealers are already inquiring as to what is to be done with this excess. As far as possible it is to be returned to the growers, under the direction of the War Industries Board.

This is to advise you that at the end of the season's business, when the wool has been disposed of and paid for, definite instructions will be mailed to you as to how this excess shall be rebated to the grower. IN THE MEANTIME UNDER NO CIRCUMSTANCES SHALL THE DEALER UNDERTAKE TO MAKE ANY ADJUSTMENT WITH THE GROWER REGARDING SUCH EXCESS, as it is important that the entire adjustment be made at the same time in all sections and under the direction of the War Industries Board.

DEMURRAGE CHARGES.

Under date of September 24, 1918, the following order was issued to all wool growers and approved dealers:

TO ALL WOOL GROWERS AND APPROVED DEALERS:

The Wool Section has had many inquiries as to whether the Wool Grower or Approved Dealer in Distributing Centers should be charged with necessary demurrage on wool shipped to distributing centers, and has ruled as follows:

In all cases where demurrage accrues at point of origin, it is to be borne by wool grower.

Demurrage assessed against wool at destination should be also charged against the wool and considered a part of the freight charges, unless it be shown that Approved Dealers in Distributing Centers had not exercised due diligence in unloading wool after cars had been set on unloading tracks by the railroad or steamship line at destination.

All Approved Dealers are earnestly requested to use the utmost care to the end that cars are unloaded without unnecessary delay, as all demurrage charges due to negligence of Approved Dealers will be charged against them.

Washington, D. C.,
September 24, 1918.

CONTENTS OF RETURNS TO GROWERS.

On October 21, 1918, the following order was issued to all dealers in distributing centers:

October 21, 1918.

TO ALL APPROVED DEALERS IN DISTRIBUTING CENTERS:

Gentlemen:

In making returns to growers, whether on territory or fleece wool, you are requested to have your report to the growers show:

- | | |
|--------------------------|-------------------------------|
| (1) The grade. | (3) Government scoured basis. |
| (2) Estimated shrinkage. | (4) Grease value per pound. |

INTERPRETATIONS OF CERTAIN PORTIONS OF REGULATIONS.

The application of the above supplementary regulations, whether to approved country dealers or to approved distributing center dealers, or to both, is indicated by the titles used in the regulations and the subject matter under such titles. In the case of regulations which apply to restricted territories, such regulations are controlling and applicable to all transactions in 1918 wool within the prescribed territory.

From time to time certain questions have arisen regarding the meaning of certain portions of the Regulations established and promulgated by the Wool Division of the War Industries Board, May 21, 1918.

The Department is calling on all distributing center dealers for a report of their transactions during 1918. In order that these reports may be on a common basis, the following constructions have been placed on certain sections of the Regulations:

1. On page 3, under the heading "Fleece Wool Regulations," it is stated that the grower shall receive prices for his wool based on Atlantic Seaboard prices as established on July 30, 1917, less the profit of $1\frac{1}{2}$ c. per pound to the dealer, less freight to Seaboard, moisture shrinkage, and interest. Under this section the dealer, whether an approved country or distributing center dealer, is permitted to charge interest at the rate of 6% per annum as a cost against the wool on the amount paid for the wool from the date of payment to the grower to the date of arrival of wool at the distributing center to which it was shipped as shown by the railroad receipt. This applies to purchased wools, both territory and fleece.

2. No charge against the wool for hauling from the grower to the point of shipment is permissible. Hauling costs must come out of profits allowed under the Regulations.

3. The $1\frac{1}{2}$ c. per pound profit permitted under the first section of "Fleece Wool Regulations" is chargeable not only by approved country dealers but also by distributing center dealers in all cases where they performed the functions of country dealers and in that capacity bought wool direct from growers.

4. On page 4 of the Regulations, under the heading "Profiteering Prohibited," the following sentence appears: "The books of all approved dealers in distributing centers shall be at all times open to Government inspection, and if it be found that their gross profits including the aforesaid commission of 4 per cent, are in excess of 5

per cent on the season's business, then such excess profits shall be disposed of as the Government decides."

The additional 1 per cent gross profit permitted under this section is applicable to purchased fleece wool only and shall be computed on the total season's business in such purchased wools. It shall not be applied to consigned fleece wools, nor shall the combined amount of purchased fleece and consigned wool be used as a basis for calculating the additional 1 per cent and the total result charged against purchased fleece wool. In the section "Government Price," on page 4 of the Regulations, it is stated: "In addition to said prices the Government is to pay a further sum equal to 4 per cent of the selling price to cover compensation or commission to approved dealers for their service in collecting and distributing wool." The additional 1 per cent permitted under the paragraph "Profiteering Prohibited," page 4, was allowed as a margin of safety because of the uncertainty of accurately appraising the value of wools when purchased in the field. As consigned fleece wools are valued by the Government and paid for on the basis of this valuation, no loss could result to the dealer. Therefore, the additional 1 per cent can not be applied to consigned wools. Further, the last two paragraphs under the heading "Compensation of Growers and Dealers," on page 3 of the Regulations, specifically fix the amount of commission chargeable in the case of consigned fleece wools as well as the different items chargeable against the wool.

5. On page 5, under the heading "Advances, Interest, and Freight," the sentence reading "It is not intended that the grower shall pay interest on advances after the date of arrival as shown by the railroad receipt, and he shall be entitled to receive interest on the selling value of his wool after freight has been deducted from date of arrival," is interpreted to mean that no interest charge shall be made after date of arrival of wool at distributing center on money advanced, money so advanced being considered as part payment. From the date of arrival until the wool is paid for by the Government the shipper is entitled to receive interest at the rate of 6 per cent per annum on the unpaid balance after deducting freight charges, such interest to be paid by the central dealer out of interest money received from the Government. In the event no advance has been made, the grower shall receive interest on the full purchase value paid by the Government, less freight, from the date of arrival until the date of payment by the Government.

6. Under the same section of the Regulations the grower is required to deliver the wool at the designated distributing centers, the expense of delivery being charged against the wool on a basis of freight rate from point of origin to the Atlantic Seaboard. Whether the distributing center to which the shipment was originally made may have been located at some inland point or on Atlantic Seaboard, the wool shall be charged with freight to Atlantic Seaboard, unless at the direction of the Government such wool, after grading and valuation, was not shipped to the Atlantic Seaboard but to some inland point which was considerably nearer to the grower than the Atlantic Seaboard. In such a case freight shall be charged only to the place to which the Government directed the wool to be shipped.

7. No money deductions for moisture shrinkage on consigned wools are permitted, but payment must be made on the basis of pounds valued by the Government Valuation Committees.

8. No disposition of any excess profits shall be made until such time as written instructions are given by the Chief of the Bureau of Markets, U. S. Department of Agriculture.

9. Dealers who operated in 1918 wools without permits will be required to comply with the regulations heretofore or herein prescribed, as far as limiting profits are concerned, as fully as those dealers who secured permits. Failure on the part of dealers who operated without permits to make a proper accounting to the Chief of the Bureau of Markets of this Department will subject them to such action as the Department may see fit to take. Such dealers should apply at once for a supply of proper forms on which to render accounts.

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U. S. DEPARTMENT OF AGRICULTURE.

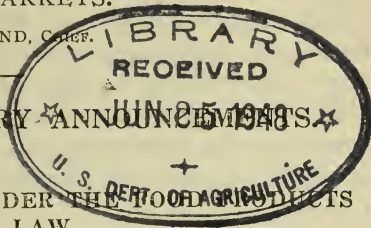
BUREAU OF MARKETS.

CHARLES J. BRAND, Chief.

SERVICE AND REGULATORY ANNOUNCEMENT

No. 51.¹

THE INSPECTION OF BUTTER UNDER THE FOOD PRODUCTS INSPECTION LAW.



The rules for inspection herein given are based upon the best commercial practices and are subject to revision as experience in their use and suggestions for their improvement may warrant.

Constructive suggestions for the improvement of rules and of the service are welcomed and should be transmitted direct to the Bureau of Markets.

CONTENTS.

	Page.
Introduction.....	2
Digest of rules and regulations of the Secretary of Agriculture.....	2
Official rules for the inspection of butter.....	3
Classification of butter.....	3
Definitions of classes of butter.....	4
Basis of inspection of butter.....	4
Limitations determining rating of each factor.....	4
Requirements of defined scores.....	6
Determining the score when samples show irregular quality.....	8
Condition of butter when inspected.....	9
Inspection of moldy butter.....	9
Selection of samples for inspection.....	9
Number of packages to be examined.....	9
Packages inspected to be marked.....	9
Certificates of inspection.....	10
Inspection of ladled butter.....	10
Inspection of packing stock butter.....	10
Suggestions regarding the application of the official rules for the inspection of butter.....	11
Present status of market inspection of butter.....	11
Methods of judging or scoring butter.....	11
Bureau of Markets' method of establishing the rating of each factor and final score.....	12
Qualifications necessary in a butter inspector.....	13
Conditions necessary for the proper inspection of butter.....	14
Method of procedure in examining the samples inspected.....	15
Amplification of rules of inspection relating to the ratings given each factor.....	16
The factor of flavor.....	16
The factor of body.....	19
The factor of color.....	20
The factor of salt.....	20
The factor of package.....	21
Inspection of butter showing development of mold.....	21
Establishing the score on butter of irregular quality.....	22

¹ This is the first service and regulatory announcement regarding the inspection of butter under the food products inspection law.

INTRODUCTION.

Under certain provisions which for convenience have been designated as the "food products inspection law," contained in "An Act making appropriations for the Department of Agriculture for the fiscal year ending June thirtieth, nineteen hundred and nineteen," approved October 1, 1918 (Public No. 219, 65th Congress), the United States Department of Agriculture is inaugurating an inspection service on butter as a part of the Food Products Inspection Service of the Bureau of Markets. The provisions of the law are as follows:

For enabling the Secretary of Agriculture to investigate and certify to shippers and other interested parties the quality and condition of fruits, vegetables, and other perishable farm products when received at such important central markets as the Secretary of Agriculture may from time to time designate, under such rules and regulations as he may prescribe, including payment of such fees as will be reasonable and as nearly as may be to cover the cost for the service rendered: *Provided*, That certificates issued by the authorized agents of the department shall be received in all courts of the United States, as prima facie evidence of the truth of the statements therein contained.

In the rules and regulations prescribed and promulgated by the Secretary of Agriculture under this law, butter is specifically designated as a farm product which may be inspected. (Regulation 4, Section 1, as amended March 17, 1919, by Amendment No. 2 to Circular No. 120, Office of the Secretary.)

The grade specifications and classifications of butter and the methods of inspection to be used as set forth in this announcement are based very largely on existing standards and the best commercial practices.

The following is a brief summary of the rules and regulations promulgated by the Secretary of Agriculture under the Food Products Inspection Law which are applicable in the inspection of butter.

DIGEST OF RULES AND REGULATIONS OF THE SECRETARY OF AGRICULTURE.

Regulation 1 states the provisions of the Food Products Inspection Law and defines terms used in the regulations.

Regulation 2 charges the Chief of the Bureau of Markets with the administration of the Food Products Inspection Law.

Regulation 3 gives the list of markets which have been designated by the Secretary as important central markets in which food products may be inspected. (Of these cities butter inspection will be established in the following five: Boston, New York, Philadelphia, Chicago, and Minneapolis.)

Regulation 4 designates raw fruits and vegetables, and butter, as food products which may be inspected under this law.

Regulation 5 provides that an application for inspection may be made by anyone having a financial interest in the products involved. Such application may be made in writing, by telegraph, telephone, or orally. If made orally or by telephone, it must be confirmed in writing. The application shall include the name and address of the applicant or person making the application in his behalf, and of the shipper and receiver, the shipping point and destination, date of shipment, and of actual or expected arrival if known, the kind and quantity of food products involved, the car initials and number, name of the delivering carrier, the place where the products are located, and the purpose for which inspection is desired.

Regulation 6 provides that the products be made accessible for inspection; that no inspector shall inspect a shipment in which he is financially interested; and that an inspector, when authorized, may make an inspection on his own motion and issue a certificate to the shipper or any other interested party.

Regulation 7 provides for issuing certificates setting forth the results of the inspection and for telegraphing and telephoning such information to the applicant when so requested.

Regulation 8 provides for reinspection except when the reasons for a reinspection are frivolous or unsubstantial or the product has undergone substantial change, or when the regulations have not been complied with.

Regulation 9 fixes the fees to be charged for inspection when made upon application. The fees for butter inspection, for each separate lot, are as follows:

1,500 pounds or less.....	\$1. 00
More than 1,500 pounds but not more than 3,000 pounds.....	1. 50
More than 3,000 pounds but not more than 6,000 pounds.....	2. 00
More than 6,000 pounds and not more than 18,000 pounds.....	2. 50
Over 18,000 pounds.....	3. 00

Fees are to be paid by check or post-office or express money order (not in cash) payable to the order of the "Disbursing Clerk, Department of Agriculture." No fees are to be charged for reinspection when it is found that a material error was made in the original inspection.

OFFICIAL RULES FOR THE INSPECTION OF BUTTER.

SECTION 1. *Classification of Butter.*—Butter shall be considered as comprising the following classes:

1. Dairy Butter.
2. Creamery Butter.
3. Packing Stock Butter.
4. Ladled Butter.
5. Process or Renovated Butter.
6. Grease Butter.

SECTION 2. *Definition of Classes of Butter.*

1. Dairy butter is butter made on a farm.
2. Creamery butter is butter made in a creamery or factory.
3. Packing Stock butter is dairy butter or other butter in its original form in miscellaneous lots of such wholesomeness that it may be used in making Ladled or Process butter.
4. Ladled butter is the product made by reworking miscellaneous lots of dairy butter or other butter or both.
5. Process or Renovated butter is the product made by melting, refining, and churning, or reworking packing stock or other butter or both.
6. Grease butter is any butter which is unwholesome or otherwise unfit for use for ladling or renovating.

SECTION 3. *Basis of Inspection of Butter.*

1. The quality of all classes of butter, except Ladled, Packing Stock, and Grease butter, shall be determined by definition and indicated by a score with maximum ratings given to various factors as follows:

Flavor-----	45
Body -----	25
Color-----	15
Salt -----	10
Package -----	5
Total-----	100

SECTION 4. *Limitations Determining Rating of Each Factor.*

1. Flavor: The rating given to flavor shall be determined by the flavor characteristics as follows:

A. Desirable Flavors: Minimum rating of 37 points.

- (a) Butter that is fresh, fine, sweet, mild and clean in flavor and has a certain creaminess or richness that gives it a particularly pleasing taste and aroma, shall receive a rating of 40-45 points.
- (b) Butter that is fresh, fine, sweet and clean in flavor if of fresh make, or fine, sweet and clean if storage, shall be given a rating of 38-39 points.
- (c) Butter that is fresh, sweet and clean in flavor if of fresh make, or sweet and clean if storage, shall be given a rating of not less than 37 points.

B. Objectionable Flavors:

- (a) Maximum rating of 36 points.

Butter that is free from "foreign" or "off" flavors but which shows any of the following taints or flavors shall receive a rating of 36 points or less for flavor, according to the degree of defect and shall receive a maximum of 36 points, provided the flavor is only slightly objectionable.

- (1) Mechanical taints: Flavors having their origin in the process of manufacture or in the conditions under which the butter is held after manufacture, but not indicating aged or stale cream:

Burnt; Oily; Heated; Mealy; Frozen Cream; Greasy; Lardy; also Storage and Fruity flavors in Held Butter.

(2) Bacterial taints: Flavors having their origin in bacterial development but not indicating aged or stale cream:

Cow; Barny; Acid; Yeasty; Summery; Cheesy; Curdy.

(3) Feed taints: Flavors having their origin in feed conditions at the point of production, but not indicating aged or stale cream:

Weedy; Frosted Feed.

(b) Maximum rating of 35 points.

Butter showing the following objectionable flavors shall be given a rating of 35 points or less, according to the degree of defect:

Metallic; Wintry; Bitter; also "old" flavor in Held Butter.

(c) Maximum rating of 33 points.

Butter showing the following objectionable flavors shall be given a rating of 33 points or less:

Unclean; Musty; Distinct Lime or Alkaline flavors.

C. Foreign Flavors:

(a) Maximum rating of 33 points.

Butter showing a taint of gasoline and having no other objectionable flavor shall be given a rating of 33 points or less.

(b) Maximum rating of 32 points.

Butter showing garlic or wild onion flavor shall be given a rating of 32 points or less.

D. Off Flavors: Maximum rating of 32 points.

Butter that shows any of the following flavors ordinarily termed "off" flavors, shall be given a rating of 32 points or less, depending upon the extent of the defect:

Fishy; Tallowy; Unclean; Stale Cream; Stale Oily; Stale Metallic; Stale Sour; Stale Cheesy.

2. Body: Butter receiving the maximum rating of 25 points for body must have a firm, waxy texture and a perfect grain, as indicated by a jagged or irregular toothed edge, when the butter is broken apart. It must be free from salviness or excess free moisture and must not show a milky brine.

3. Color: Butter receiving the full rating of 15 points for color must be free from all foreign color specks, waviness, streaks or mottles, and must be uniform in color in all parts. The ratings given to the various degrees of uniform color shall be as follows:

A. Light color: Butter having a light straw color shall be given the full rating of 15 points.

B. Medium color: Butter having the color of the natural grass product, without the use of additional coloring, shall be given the full rating of 15 points.

C. High color: Butter having a color higher than that of natural grass butter shall be given a maximum rating of 14 points.

4. Salt: Butter which is not excessively high in salt and which shows no undissolved salt and in which the salt is uniform, shall be given the maximum of 10 points for salt. The ratings given butter showing different amounts of salt properly dissolved shall be as follows:

A. Unsalted butter shall be given the full rating of 10 points.

- B. Light salted butter that contains $1\frac{1}{2}$ per cent or less of salt and has a very slight salty taste shall be given the full rating of 10 points.
- C. Medium salted butter that contains over $1\frac{1}{2}$ per cent and not above $3\frac{1}{2}$ per cent of salt and has a mild and yet distinct salty taste shall be given the full rating of 10 points.
- D. High salted butter that contains over $3\frac{1}{2}$ per cent of salt and has a sharp, briny, or pronounced salty taste shall be given a maximum rating of 9 points.
5. Package: Butter receiving the full rating of 5 points for package must be neatly and properly packed in sound, uniform packages which are clean and entirely free from mold.

SECTION 5. *Requirements of Defined Scores.*

- A. For the purpose of securing maximum uniformity in inspection, the quality shall be designated by a score; and certain characteristics shall be considered essential in butter receiving any particular, defined score. In general, the score shall be determined by the quality requirements of these defined scores.

In inspecting a sample of butter, the flavor shall be the first factor considered and the rating on it shall be determined independently of the other factors. The other factors, namely, body, color, salt, and package, shall later be considered to determine the maximum score permitted under the definitions of the various defined scores.

The relation of the rating on flavor to the maximum score permitted by the characteristics of the factors other than flavor shall then be considered. If the rating on flavor is high enough to permit the required cuts to be made in ratings for the factors other than flavor, the final score shall be the score established in accordance with the required characteristics of the defined scores.

If the rating on flavor is too low to allow proper cuts to be made for defects in the other factors, the final score shall be established by the total of the ratings given to all factors.

For further explanation of the method of establishing the final score see page 12.

The characteristics of butter receiving certain defined scores shall be as follows: (See chart, page 8.)

1. Butter scoring above 94 shall be fine, sweet, fresh, mild, and clean in flavor if of fresh make, or fine, sweet, mild, and clean if storage, with a pleasing creamy aroma and without defect in body, color, salt, or package. It must show neatness and care in packing and the package must be clean and attractive. The color and salt may be either light or medium.

2. Butter scoring 93-94 shall be fine, sweet, fresh, and clean in flavor if of fresh make, or fine, sweet, and clean if storage. The defects in body, color, salt, and package shall not total over $\frac{1}{2}$ a point. Color and salt may be either light or medium. It must be well packed in clean, sound, and uniform packages entirely free from mold.

3. Butter scoring 92 shall be fresh, sweet, and clean in flavor if of fresh make, or sweet and clean if storage. The body shall be firm and the color either light or medium. The color must be uniform except that it may show small curd specks or slight waviness. The salt must be either light or medium and free from grittiness. The package must be clean, uniform, and sound. The defects in body, color, salt, and package must not total over 1 point.

4. Butter scoring 91 shall be fresh and fairly sweet and fairly clean in flavor if of fresh make, or fairly sweet and fairly clean if storage. The body shall be fairly firm and may show only slight imperfections in grain or texture. The color may be light or medium and must be fairly uniform, but may be somewhat wavy. The salt may be either light, medium, or high, but must be uniform and free from grittiness. The package must be clean, uniform and sound.

5. Butter scoring 90 shall be fresh and fairly sweet and fairly clean in flavor if of fresh make, or fairly sweet and fairly clean if storage. It may also be flat and lacking in flavor. The body must be fairly firm, but may show slight defects in grain or texture. The color may be either light or medium and must be fairly uniform, but may be wavy. The salt may be either light, medium, or high, and must be fairly uniform, but may be slightly gritty. The package must be clean, uniform, and sound.

6. Butter scoring 89 shall be reasonably fresh, reasonably sweet, and reasonably clean in flavor. The body shall be reasonably firm, but may be somewhat defective in grain or texture. The color may be either light, medium, or high and may show considerable waviness, but must be free from mottles. The salt may be either light, medium, or high and somewhat gritty, but must be fairly uniform. The package shall be uniform and sound.

7. Butter scoring 88 shall be "good," but may show any objectionable flavor. It must not show garlic, rank weedy, or off flavors. The body must be reasonably firm, but may be somewhat defective in grain or texture. The color may be either light, medium, or high and may be slightly mottled. The salt may be either light, medium, or high and may be somewhat gritty and irregular. The package must be uniform and sound.

8. Butter scoring 87 shall be reasonably "good," but may show foreign, unclean, or off flavors except that it must not show any rancid or strong flavor. The body may be weak and defective in grain or texture, but must draw a full trier. The color may be somewhat irregular and may be mottled. The salt may be irregular and gritty. The package must be uniform and sound.

9. Butter scoring 86 may show very distinctly any foreign, unclean, or off flavor except that it must not show any rancid or strong flavor. The body may be weak and otherwise defective, but must be solid boring. The color may be irregular, streaked, or mottled. The salt may be irregular or extremely high. The package must be uniform and sound.

10. Butter scoring 85 may show a pronounced foreign, unclean, or off flavor, except that it must not show any rancid or strong flavor. The body may be weak and otherwise defective, but must be fairly solid boring. The color may be irregular, streaked, or mottled. The salt may be irregular or extremely high. The package must be uniform and sound.

11. Butter scoring 84-83 may show a very pronounced foreign, unclean, or off flavor, except that it may be only slightly rancid or strong on tops and sides. The body may be weak and ragged boring. The color may be extremely high, streaked, or mottled. The salt may be extremely high and irregular. The package must be uniform and sound.

12. Butter scoring 82-80 may be rancid or strong on tops and sides. The body may be ragged boring. The color may be irregular, extremely high, streaked, or mottled. The salt may be extremely high and irregular. The package must be sound.

13. Butter containing defects of a more marked degree than previously specified shall be given a score below 80, depending upon the extent of the defects.

14. Butter which would score below 75 shall be classified as Grease Butter.

CHART I.—Summary statement of characteristics required or permitted in butter receiving certain defined scores under the official rules of inspection.

De- fined score.	Flavor.	Body.	Color.	Salt.	Package.
95 and above.	Desirable flavors: Fine, sweet, clean, with pleasing creamy aroma.	Perfect, firm, waxy.	Perfect light or medium.	Perfect light or medium.	Must be attractive, neat, clean, uniform and sound.
93-94...	Desirable flavors: Fine, sweet, clean. Total defects other than flavor not over $\frac{1}{2}$ point.	Firm.....	Light or medium.	Light or medium.	Free from mold, clean, uniform, and sound.
92.....	Desirable flavors: Sweet and clean (slightly storage flavor in held butter). Total defects other than flavor not over 1 point.	Firm.....	Light or medium, slight, curd specks or waviness.	Light or medium, well dissolved, uniform.	Clean, uniform, and sound.
91.....	Slight objectionable flavors, fairly sweet and fairly clean (storage flavor in held butter).	Firm.....	Light or medium, uniform, curd specks, waviness.	Light, medium, or high, well dissolved, uniform.	Clean, uniform, and sound.
90.....	Objectionable flavors shown: Fairly sweet and fairly clean, may be flat and lacking in flavor (old flavor in held butter).	Fairly firm.....	Light or medium, fairly uniform, wavy.	Slightly gritty, fairly uniform.	Clean, uniform, and sound.
89.....	Objectionable flavors permitted; reasonably sweet and reasonably clean.	Reasonably firm.	Light, medium, or high, distinct waviness.	Somewhat gritty, fairly uniform.	Uniform and sound.
88.....	Objectionable flavors distinctly developed; also unclean taint, musty, distinct lime or other alkaline flavors shown.	Reasonably firm.	Slightly mottled.	May be gritty and somewhat irregular.	Uniform and sound.
87.....	Garlic and off-flavors slightly evident.	Weak and considerably defective.	Distinctly mottled or streaked.	Gritty and irregular.	Uniform and sound.
86.....	Garlic and off-flavors distinctly evident.	Weak and considerably defective.	Very mottled, streaked, or high.	Irregular, extremely high, and gritty.	Uniform and sound.
85.....	Pronounced garlic and off-flavors.	Weak, but must be fairly solid boring.	Very mottled, streaked, or high.	Irregular, extremely high and gritty.	Uniform and sound.
84-83...	May be slightly rancid or strong on tops and sides.	May be ragged boring.	Very mottled, streaked, or extremely high.	Extremely high and irregular and gritty.	Uniform and sound.
82-80...	Rancid or strong on tops and sides.	May be ragged boring.	Very mottled, streaked, or extremely high.	Extremely high, irregular, and gritty.	Sound.
80-75...	Butter containing defects of a more marked degree than specified above is given a score below 80, depending upon the extent of the defects.	.....	.....	.....	.....

SECTION 6. Determining the Score When Samples Show Irregular Quality.

In determining the score of a lot of butter when the samples examined are irregular in quality, the score or quality of the different samples shall be noted and the score of the lot determined by averaging the scores of all packages inspected.

SECTION 7. *Condition of Butter When Inspected.*

Butter shall not be inspected when it is too soft or too firm to properly determine the score. When butter in cold storage is to be inspected, sample packages shall be removed from storage one day (24 hours) previous to inspection so that the butter may be in proper condition.

SECTION 8. *Inspection of Moldy Butter.*

Moldy butter shall be scored without regard to the presence of the mold but the extent of the development of the mold shall be noted on the certificate.

SECTION 9. *Selection of Samples for Inspection.*

The sample packages to be examined shall be selected by the inspector in such a manner as to be fairly representative of the lot. Samples representing each separate churning shall be selected when possible.

SECTION 10. *Number of Packages to be Examined.*

When the packages of each separate churning have been marked with a churning number, one package shall be selected as a sample from each churning. When the different churnings are not separately numbered the number of packages examined in a lot shall be as follows, a lot being considered as comprising packages covered by the same consignor's mark and the same transportation number:

In a lot of 10 packages or less, 3 packages shall be examined.

"	"	"	"	11-15	"	"	"	4	"	"	"	"
"	"	"	"	16-20	"	"	"	5	"	"	"	"
"	"	"	"	21-25	"	"	"	6	"	"	"	"
"	"	"	"	26-30	"	"	"	7	"	"	"	"
"	"	"	"	31-35	"	"	"	8	"	"	"	"
"	"	"	"	36-40	"	"	"	9	"	"	"	"
"	"	"	"	41-50	"	"	"	10	"	"	"	"
"	"	"	"	51-60	"	"	"	11	"	"	"	"
"	"	"	"	61-70	"	"	"	12	"	"	"	"
"	"	"	"	71-80	"	"	"	13	"	"	"	"
"	"	"	"	81-90	"	"	"	14	"	"	"	"
"	"	"	"	91-100	"	"	"	15	"	"	"	"
"	"	"	"	101-125	"	"	"	16	"	"	"	"
"	"	"	"	126-150	"	"	"	17	"	"	"	"
"	"	"	"	151-175	"	"	"	18	"	"	"	"
"	"	"	"	176-200	"	"	"	19	"	"	"	"
"	"	"	"	201-250	"	"	"	20	"	"	"	"

In lots of more than 250 packages the number to be examined shall increase by one package for each additional 50 packages or fraction thereof beyond 250.

When the butter in any lot is irregular in quality, the inspector may examine as many additional packages as he may deem necessary to properly establish the score.

SECTION 11. *Packages Inspected to be Marked.*

Each package in a lot of butter for which a certificate is to be issued, except lots showing mold on the butter, parchment liner or wrapper shall be stamped

by the inspector with a lot number for purpose of identification, and each package actually examined shall be stamped with an official inspection stamp giving the date of inspection, inspection lot number and score, provided, however, that when it is impracticable to stamp each package with the lot number as in case of car lots in transit, the packages actually examined shall be stamped with the date of inspection, inspection lot number and score.

SECTION 12. *Certificates of Inspection.*

Certificates of inspection shall state whether the color is light, medium or high, whether the butter is unsalted, light salted, medium or high salted, and also the nature and extent of any defects in flavor, body, color, salt or package.

SECTION 13. *Inspection of Ladled Butter.*

The quality of Ladled butter shall be determined by definition as follows:

No. 1 Ladled Butter shall be sweet and clean in flavor and free from foreign particles. The body shall be firm and of a smooth texture. The color may be either light, medium or high, and must be uniform. The salt may be either light, medium or high, and shall be uniform and properly dissolved. It shall be packed neatly in clean, sound, new or second hand butter tubs, or other commercial package.

No. 2 Ladled Butter shall be reasonably sweet in flavor and reasonably free from foreign material. The body shall be reasonably firm and of reasonably smooth texture. The color may be either light, medium or high, and must be fairly uniform. The salt may be either light, medium or high, and may be somewhat gritty. It must be packed in either new or second hand sound butter tubs, or other commercial packages.

No. 3 Ladled Butter may be off-flavored and strong, but must be wholesome and reasonably free from foreign material. The body may be weak and defective. The color may be irregular and the salt extremely high, gritty, and irregular. It must be packed in sound commercial packages.

Ladled butter showing mold shall be inspected without designation of grade.

SECTION 14. *Inspection of Packing Stock Butter.*

The quality of Packing Stock butter shall be determined by definition as follows:

No. 1 Packing Stock shall be sweet in flavor and free from foreign particles. The body shall be firm. It may be packed in new or good second hand barrels having wooden heads at both ends, or in new or second hand butter tubs, or in uniform clean and sound boxes. Such containers must be parchment paper lined and full-packed.

No. 2 Packing Stock shall be reasonably sweet and must be free from rancid flavor and reasonably free from foreign material. The body shall be reasonably firm. It may be packed without paper lining in either two-headed or cloth-covered barrels or in pails, tubs, or clean, sound boxes.

No. 3 Packing Stock may be off-flavored and strong, but must be wholesome and reasonably free from foreign material. It may be packed in any manner and in miscellaneous packages.

Packing Stock butter showing mold shall be inspected without designation of grade.

SUGGESTIONS REGARDING THE APPLICATION OF THE OFFICIAL RULES FOR THE INSPECTION OF BUTTER.**PRESENT STATUS OF MARKET INSPECTION OF BUTTER.**

Because of the absence of an established official basis of inspection and clearly defined uniform standards, there has been in the past much confusion and difference of opinion in regard to the commercial inspection of butter. In the larger and more important markets there have been established grades, it is true, but they have been interpreted in the light of local market requirements and accordingly they have been difficult of application by anyone unfamiliar with the particular quality requirements obtaining in that particular market. In consequence, butter receiving a certain grade or score in one market would be given a different grade or score in another market; and, unless the shipper and receiver understood precisely the nature and degree of the differences in the quality standards in the respective markets and took them into consideration in their transactions, misunderstanding and dissatisfaction were likely to occur.

METHODS OF JUDGING OR SCORING BUTTER.

There are at present several methods of inspecting and judging butter to determine its score or grade. The most widely used is the "score card" method, which is especially adapted to use in educational work for the purpose of giving students instruction and training in the judging of butter and of rating the defects in the various factors. Under this method the score is made up of five factors, with relative maximum weights assigned to each, as follows: Flavor 45, body 25, color 15, salt 10, package 5, making a total maximum of 100 points. Factors showing no defects are given their respective maximum ratings, while the ratings for factors showing defects are cut according to the extent of these defects. The resulting total of the ratings thus assigned to the five factors is then taken as the final score of the product.

The value of this method lies in its simplicity and ease of application in educational work. Its chief disadvantage is that usually those who score butter by this method do not give sufficient recognition to market requirements and commercial standards. When this method is attempted in commercial inspections, a marked lack of uniformity results, since some inspectors take into consideration certain market requirements, while others recognize entirely different market requirements, or some may ignore these requirements altogether and score the butter wholly on a theoretical quality basis. In consequence of these difficulties the straight score card method is impracticable for use in commercial inspections.

The commercial method of judging butter largely ignores the score card system of points and is based chiefly upon definitions for each grade. This method represents the extreme opposite of the score card method and it is employed only in a few wholesale markets of minor importance. Its use is wholly in the interest of the market dealers, as the interpretation and application of the loosely defined grades are made by the appointed market inspector, and his decisions and rulings are frequently unintelligible to anyone except the dealers in that particular market. Such a method tends to cause confusion and militates against harmonious dealings between shippers and receivers. Nor does this method offer to the shipper the educational advantages which the score card method affords.

The third method, which is the one commonly used at present in the more important wholesale butter markets, is a combination of the two preceding methods, and embodies the good points of both. The five factors of the score card method are retained and the ratings given the different factors are used in establishing the final score within the limits of grade in which the score falls. The rating given to each of these factors is based entirely on the market standard of quality and the market requirement for each grade.

The Bureau of Markets' method of inspection is largely based upon the third method above described. In the third method described, a grade may include more than one score, while in the Bureau of Markets' method each score constitutes a grade.

BUREAU OF MARKETS' METHOD OF ESTABLISHING THE RATING OF EACH FACTOR AND FINAL SCORE.

In establishing the score, under the Bureau of Markets' method, the rating for flavor is established absolutely and finally on a comparative basis, with 45 points for perfection. The ratings for body, color, salt, and package, in general, are established according to the maximum ratings permitted under the definitions of scores, in relation to the rating given for flavor and maximum score permitted under the official rules of inspection. Therefore the ratings of these latter factors are dependent on the rating given to flavor and its relation to the score established by definition.

Several examples may serve to make the meaning of the preceding statements more clear: A sample of butter which is given a rating of 39 points for flavor, and shows a perfect rating for body, color, salt, and package, would be given a total score of 94 points. If the same sample of butter had been mottled, it could not score more than 87 points under the definition of the required characteristics for that score. Assuming that the other factors, of body, salt, and package,

were perfect, the sample would still receive a rating of 39 points for flavor and a cut of 7 points would be made in the rating for color, in order to reduce the total score to 87 points as established by the definition of scores, as the maximum score which could be given to butter which is mottled. If, however, the butter had received a rating of 35 points for flavor instead of 39, and was also mottled (body, salt, and package being perfect), the rating for color would be cut only 3 points instead of 7 points as in the previous instance, as a 3-point cut in color would give the butter a score of 87, which is the maximum score it could be given under the definition, a cut of 3 points being considered adequate for the defect in color. Should the same sample of butter have been somewhat defective in body in addition to being mottled, it still would be entitled to a score of 87 under the definition. With a rating of 35 points for flavor, a cut of 3 points would be permitted for defects in both body and color, and if 3 points represented a proper cut for the defects in both, each would be cut in proportion to the degree of the defect in each, a cut of 2 points probably being made for defect in color and 1 point for defect in body.

A sample of butter which was given a rating of 32 points for flavor would be entitled to a score of 87, provided it had no other defects. If, however, other defects were present in any or all of the other factors, the usual score-card method of making cuts in the ratings for the defects in those factors would be used and the score established by totaling the ratings given to all factors. Such an instance may be illustrated by a car or lot of butter of any size, which on inspection was given a rating of 35 points for flavor and showed defects in other factors, such as wavy color, gritty salt, and short body. The rating of 35 points for flavor would give the butter a score of 90 points. Although slight grittiness in salt, waviness in color, and shortness in body are permitted in butter scoring 90 points, it would be necessary under the score-card method to make proper cuts in the rating for salt, color, and body for the defects in these factors, and to establish the final score by totaling the final ratings given to all factors. Therefore, the final score of the car or lot of butter would necessarily be lower than 90 points.

QUALIFICATIONS NECESSARY IN A BUTTER INSPECTOR.

The inspection of butter differs from the inspection of most other farm products, in that characteristics and relative values must be determined almost wholly by the inspector's senses of sight, taste, and smell. The fine distinctions and variations in flavor are detected through the sense of taste and smell, and the physical characteristics of body and color through the sense of sight. It follows then that

an inspector must have these three senses highly developed and carefully trained. The inspector, furthermore, must have had long experience with all classes and grades of butter. He must first of all be so familiar with the different quality characteristics of butter that he has them permanently fixed in mind. He must also be familiar with objectionable characteristics so that he can readily detect any deviations, their extent, and probable cause. The finer distinctions in quality can not be determined readily and accurately by a novice or by one whose sense perceptions are not keen.

The uniform application of a system of butter inspection in all markets depends upon the proper identification of the different characteristics of butter and their correct classification. A well-qualified judge of butter must know the characteristics of butter of the various qualities in the fullest sense of the word. He must be thoroughly familiar with every flavor of butter in all degrees or stages of development. Different flavors and other characteristics must be so well fixed in mind that when present they are at once recognized and associated with a certain definite quality value.

CONDITIONS NECESSARY FOR PROPER INSPECTION OF BUTTER.

To score butter accurately it is necessary that the inspector work under conditions most favorable to the proper examination of the product and the correct determination of its characteristics. He should be equipped with a good, clean butter trier of sufficient length and diameter to draw a fair sample from each package examined. After the trier has been used in taking a sample from a package it should be thoroughly cleaned. A trier which has portions of the nickel-plating worn off so that the iron is exposed should be discarded, as the iron soon rusts and imparts a disagreeable metallic taste and odor.

There must be an abundance of daylight in the room where the butter is examined. Under artificial or dim light butter may appear to have a certain color which would not show in open daylight. Under such conditions also slight defects in color or body are apt to pass unnoticed.

The room where the butter is inspected should be of a proper temperature to keep the butter in good condition for inspection. Extreme cold prevents the flavor characteristics from showing up properly and, furthermore, tends to dull the inspector's sense of taste and smell. On the other hand, butter inspected when in a warm or soft condition does not properly show its body or texture characteristics, and defects in flavor and body are likely to appear worse than they would were the butter examined at a proper temperature.

The atmosphere must be entirely free from odors of any kind in order that the sense of smell be not confused or interfered with, for the inspector must determine the characteristics of the butter as regards its aroma or odor, and it is not possible to do this correctly when foreign odors are present. The presence of smoke from a cigar, pipe, or cigarette in the atmosphere where butter is being scored makes it impossible to judge correctly the aroma and flavor.

METHOD OF PROCEDURE IN EXAMINING THE SAMPLES INSPECTED.

In judging or inspecting a lot of butter the inspector should first take note of the number of packages in the lot. A record should be made of all marks on the packages which may be of use in identifying the lot, such as car numbers, lot numbers, stencil numbers, and churning numbers.

The proper number of packages should be selected from the lot according to the official rules of inspection, these packages or samples being taken from various portions of the lot in order to give a fair representation of the entire lot. When churning numbers are given on the packages, the samples should include packages from each separate churning. The tub or other container should be stripped from a few of the samples, and during the season of the year when mold is prevalent it should be stripped from all the samples selected for examination.

The inspector should first note the general appearance of the packages, both inside and out. The degree of uniformity in the packages, style of packing, cleanliness and attractiveness, neatness and finish, and the presence or absence of mold, either on the butter or on the package, are points which should be carefully noted in considering the factor of package.

To determine the characteristics of the other factors, a sample should be taken from each package by inserting the trier diagonally into the butter at a point near the edge and giving it a half-turn, thus obtaining a sample in such a way that the outside, top, central, and lower portions are represented in the form best suited for a determination of all characteristics. This method has proven the most satisfactory of all for the proper determination of the characteristics of the butter.

The first factor to be considered in making an examination of the sample thus taken is color, which should be carefully judged with reference to its exact shade, uniformity, presence of curd specks, waviness, and streaks or mottles. Any defects in color should be recorded in the inspector's memorandum.

The flavor characteristics, as indicated by the aroma and taste, are next determined. Whether the aroma or odor is pleasant or un-

pleasant, its degree of development should be observed. In determining the flavor, the inspector for sanitary reasons should not bite into the butter on the trier, but should break off a small portion with the thumb and finger, at the same time observing the condition of the grain or texture of the butter as indicated by the way the butter breaks. If the flavor is desirable, the degree of excellence should be noted in rating it; if it is objectionable or undesirable or shows "off flavors," the character and kind of flavor and degree of development should be recorded. In connection with the determination of the flavor, the inspector should observe the amount of salt, its uniformity, and whether or not it is dissolved.

The last factor considered is body, which includes the firmness or lack of firmness, the kind of grain or texture, apparent excess moisture, and any characteristics which are objectionable and make necessary a cut in the rating of this factor.

After the characteristics of each factor have been noted and compared with the characteristics permitted in the defined scores, the maximum score is determined on the basis of this comparison as previously explained on pages 12 and 13.

AMPLIFICATION OF RULES OF INSPECTION RELATING TO THE RATINGS GIVEN EACH FACTOR.

Section 4 of the Official Rules for the Inspection of Butter (page 4), establishes certain maximum or minimum ratings for the five factors, Flavor, Body, Color, Salt, and Package, in accordance with certain characteristics possessed by these factors. An amplification of these rules is given to aid in securing greater uniformity in their interpretation and application.

THE FACTOR OF FLAVOR.

Flavor is an attribute of butter that is indicated by the taste and smell, or aroma, and is an index of its palatability. It is the most important factor considered in judging butter, and therefore is given a higher rating than any other factor. It has a possible maximum rating of 45 points, while all the other factors combined have a total maximum rating of 55 points. Aroma in butter is its fragrance or odor and is so closely related to flavor that in judging or scoring butter the aroma and flavor are always considered together. In determining the rating to be given to flavor, its characteristics with respect to aroma must always be considered. In fact, in butter of either very fine quality or of very poor quality, aroma is often the dominant characteristic and indicates quickly to the judge the quality of the product.

Under the official rules of inspection, flavors in butter are classified into four groups:

First. "Desirable" flavors, which may receive ratings of 37 points or more, and which are prevalent in butter scoring 92 points or above.

Second. "Objectionable" flavors, which may receive ratings of from 33 to 36 points, inclusive, and which are common to butter scoring 88-91 points.

Third. "Foreign" flavors, which may receive a rating of 33 points or less.

Fourth. "Off" flavors, which are common to butter scoring 87 points or below, and limit the rating for flavor to 32 points or less.

The "desirable" flavors in butter are those which are normally pleasing to the taste and indicate the finest qualities. Some of these flavors, in their order of excellence, are "creamy," "mild," "fine," "clean," and "sweet." Butter with a fine, highly developed, quick, clean flavor and aroma is given a high rating for flavor, as is also butter having a mild, creamy flavor and delicate, pleasing aroma. A highly developed, full, or quick aroma is not always found in the highest scoring butter, for butter with a mild, delicate, creamy flavor and aroma may score equally high.

The "objectionable" flavors are those which are not particularly unpleasant and do not make the butter unpalatable, yet can not be classed as pleasing or "desirable." They indicate a range of medium qualities in butter, according to the extent of their development. These flavors may be hardly discernible to one not experienced in judging butter, and they are "objectionable" rather because they indicate poor keeping qualities and undesirable conditions in production and manufacture than because they are in themselves objectionable to the taste of the average consumer.

"Objectionable" flavors may be characterized as "taints." As a rule, they do not indicate aged or stale cream and may be identified with their evident origin. Where butter has developed a slightly objectionable flavor or taint in some step in the process of manufacture, it may be classed as a "mechanical taint" and may include such flavors as "burnt," "oily," "heated," "mealy," "greasy" and "lardy." These flavors are frequently found in butter scoring 88-91 points, inclusive, which is not made from cream showing stale or old cream flavors. Flavors which have their origin in bacterial development, but have not reached that stage of development which occurs in stale or aged cream, are termed "bacterial taints," and include such as "cowy," "yeasty," "acidic," "barny," "summery," "cheesy," and "curdy." These flavors or "taints," with the exception of "cowy" and "barny," usually result from summer condi-

tions and are associated with high temperatures and high acid cream. "Cowy" or "barny" flavors usually result from winter conditions and are more common at that season of the year, and when distinctly developed may be accompanied by the characteristic cow-stable odor. Bacterial taints limit the score to 88-91 points, according to the extent of their development and the absence of stale cream flavors.

Butter which shows flavors commonly known as "metallic," "wintry," and "bitter," if only very slightly developed and showing no stale or old cream flavor characteristics, may receive a maximum score of 90 points when no other cuts are made for defects in factors other than that of flavor. If these flavors are developed to a marked or pronounced degree, a lower score is given. The distinctive characteristics of these flavors perhaps can not be better described than in the terms by which they are known.

Butter showing an "unclean taint," musty, or distinct lime flavor is limited to a maximum score of 88 points and may score even less if these defects are so pronounced as to be disagreeable or unpleasant to the taste. By the term "unclean taint" is meant that flavor which is commonly called "dishraggy." Lime or alkaline flavors are usually due to the use of an excessive amount of neutralizer in the process of manufacture and are indicated by a characteristic pungent, alkaline odor, and disagreeable taste.

Flavors commonly characteristic of "held" or cold-storage butter are known as "storage," "fruity," and "old" flavors. A slight or barely normal development of storage flavor is not considered a serious defect in held butter, and no additional cut is made in the rating for flavor for such characteristics (unless developed to an extent which would be described as a "pronounced storage flavor"). Butter with a pronounced development of storage flavor is limited to a rating of 36 points for flavor, or a total score of 91 points. Butter in which a "fruity" flavor is distinctly developed is limited to a maximum score of 91 points. The presence of "old" flavor, which is usually characteristic of held butter, would limit the score to a maximum of 90 points.

"Foreign" is a term commonly used to designate flavors not normal or natural to butter, such as gasoline. If this flavor is very slight and the butter has no objectionable flavor, it may receive a maximum score of 88 points. Garlic, or wild-onion, flavor is here termed a "foreign" flavor for the reason that it is foreign to normal conditions existing in the production of butter. It is a very undesirable characteristic from the market or commercial standpoint, as it is difficult to find buyers for butter with a distinctly developed garlic flavor. Butter with this flavor is limited by the rules of

inspection to a maximum score of 87. When the butter has a pronounced or strong garlic flavor a lower score is given.

"Off" flavors are those which by their very nature are disagreeable to the taste, and therefore undesirable, and indicative of a low range of quality. Butter having any one of the flavors mentioned in the rules of inspection as "off" flavors (see p. 5) is limited to a maximum rating of 32 points on flavor, or a score of 87 points. These flavors as a rule are readily recognized by certain characteristic odors and are particularly noticeable when accompanied by an unclean taste. The more distinct the "off" flavor the more pronounced, as a rule, will be the characteristic unclean odor of the butter and the lower the score.

THE FACTOR OF BODY.

In the scoring of butter the factor of "body" is considered next in importance to that of flavor, and a maximum rating of 25 points is allowed for perfect body. Under the term "body" are included all those characteristics of butter which relate to compactness or firmness, grain, granular structure, and texture. The abundance and condition of the brine are considered as indicative of the character of the body, although the clearness of the brine relates more directly to the color and flavor.

By the "grain" of butter is meant the character or condition of the butter with respect to its minute or microscopic structure. This is indicated clearly by the way the butter breaks when a portion of it is pulled or broken apart. When there is apparently a lack of tensile strength or cohesive qualities between the granular particles and the butter breaks with a smooth, regular surface, it is an indication that the grain in the butter has been broken during the process of manufacture. Such a condition is described as "short grain," "crumbly," or "brittle," depending upon the general structure of the granules. Butter which shows considerable tensile strength and breaks with an irregular or jagged edge has a perfect grain and is described as having a firm and waxy body.

"Texture" is closely allied to "grain" and is a characteristic or condition of butter which is dependent upon its granular structure. The texture is dependent entirely upon the condition of the grain. If the method of manufacture is such as to produce a body of closely united granules, the butter may be described as having a "close-grained" texture. However, if it has a coarse, granular structure, it would be described as having a coarse or "open-grain" texture. Butter which is crumbly and separates readily into granules, as is often the case with butter containing a high moisture content, is described as having a "short-grain" texture.

Butter having the proper body or texture will not adhere to the trier, either in particles or as a "smear." If it adheres as a "smear" over the trier, it is either too soft to examine properly or has a salvy body because of the grain being broken down, usually due to overworking or improper temperature during the process of manufacture. As a rule butter with a salvy body is of poor keeping quality and commercially is considered defective, and its rating is cut accordingly.

The condition of the brine is also considered in connection with the rating given to body, since the keeping quality of the butter is affected by it and its commercial value thereby reduced. Brine which appears milky is an indication of an excessive curd content, which is likely to injure the keeping quality of the butter. It is therefore considered a defect and requires a cut to be made in the rating given to body.

THE FACTOR OF COLOR.

The natural color of butter varies with the different seasons of the year and in different sections of the country, but may be kept within certain standardized limits by the proper use of butter coloring, so that the requirements of the various markets may be met. In inspecting butter proper recognition should be given to the different color requirements of the various markets, and in order to provide for this the official rules of inspection permit a certain range in the color, and allow a full rating to be given for color when the color is either light or medium. When the color is high—that is, above the natural color of full-grass butter—a cut of not less than one point, with a maximum score of 89 points, is required, although butter with a high color may be acceptable in some markets as of a higher value than the score given would indicate. If the color of butter is lighter than that of light straw, the color is not considered a defect, and its rating is not cut, but the particular shade of color should be mentioned in the inspection certificate. Defects such as curd specks, waviness, streaks, or mottles are more noticeable in butter of a high color. Curd specks are very small particles of casein or curd incorporated in butter during the process of manufacture, and appear as small white specks or spots about the size of a pinhead or slightly larger. Waviness is an unevenness in the color, which appears as waves, while mottles are light-colored spots in the butter, surrounded by more highly colored portions, and give the butter a splotted or mottled appearance. Streaks differ from mottles in that the light-colored portions are in long streaks instead of spots.

THE FACTOR OF SALT.

The requirements of different markets regarding the amount of salt in butter vary as do the requirements for color. The trade

requires a very light salted butter in some markets, while it demands a higher salt content in others. The official rules of inspection provide that light or medium salted butter shall be given a full rating, since such butter meets the requirements of a larger part of the trade demands in all markets of the country. Butter with a high salt content—that is, butter which gives a sharp, briny, or pronounced salty taste and contains over $3\frac{1}{2}$ per cent of salt—is given a cut of not less than one point in the rating on salt and is limited to a maximum score of 91 points, even though such butter is, in some markets, marketable at the price of butter of a higher score.

Unsalted butter should not be given a cut in the rating on salt, but should be described on the certificate as “unsalted.” Although the definitions in the rules of inspection, for “light,” “medium,” and “high” salted butter, give certain per cents as limits for the respective salt content, a chemical analysis to determine the exact amount of salt should not be made as part of the inspection unless this particular point is in dispute.

THE FACTOR OF PACKAGE.

In considering the package as a factor in determining the score the general appearance, cleanliness, style of package, care in packing, and neatness of finish should be carefully noted. By the term “finish” is meant all of the details in the preparation of the butter, such as proper adjustment of parchment liners or wrappers, proper packing and neatness in the general appearance, and attractiveness of the finished package, both outside and inside. The higher the quality or score of the butter, the more exacting are the market requirements in regard to the appearance, style, and proper finish of the package, since the trade using butter of the finer quality demands that the cleanliness and attractiveness of the package be in keeping with the high quality of the product. Smaller cuts for defects in package are made when the butter is of inferior quality than when of higher quality, and the same principle applies in making cuts for imperfections in body, color, and salt.

INSPECTION OF BUTTER SHOWING DEVELOPMENT OF MOLD.

Mold is encountered at certain seasons, and may occur either on or in the package. It is a fungous growth which develops rapidly in a warm and humid atmosphere, appearing first as tiny red or black specks or dots, but soon spreading over the surface of the package, often penetrating into the inner portion of the package and through the liner into the butter itself.

Mold is a very serious defect on account of the possibilities of its very rapid development under favorable conditions, and also because the butter directly affected either by the mold spreading over it or

penetrating into it is unfit for food and suitable only for grease and renovating purposes. Even when the mold is scraped off with a thin layer of the butter it is not always possible to determine the exact depth to which it has penetrated, and unless enough butter is removed to take off every particle of the mold it will develop again quickly under conditions favorable to its growth.

Since moldy butter is unfit for use in the regular channels of trade, its commercial value is reduced at least to the extent of the cost of the labor and loss in weight of butter incurred in placing it in marketable condition by scraping off the mold and relining the packages. On account of the uncertain commercial value of moldy butter, the rules of inspection provide that packages of moldy butter shall not be branded with either inspection stamp or score, unless the mold appears only on the outside of the package and not on the butter or parchment liner or wrapper. When the outside of the tub only is affected, the butter is scored in the regular way and branded with the inspection stamp and score. However, such butter should not be given a score above 92 points, even though aside from the mold it may be of higher quality. In scoring moldy butter the nature and extent of the development of the mold should be stated on the inspection certificate and the further statement added, "Score given without regard to presence of mold."

ESTABLISHING THE SCORE ON BUTTER OF IRREGULAR QUALITY.

The terms "uniform" and "irregular" when used in describing butter refer to the distribution throughout the various packages in the lot of certain characteristics in the factors flavor, body, color, salt, and package. A shipment or lot of butter made up of several churnings differing in color, amount of salt, or other characteristics would be described as irregular, although single packages, or packages representing a single churning, might be uniform. In a lot of butter of irregular quality separate scores are established on the different churnings or packages and the average of these scores is taken as the score of the lot.

UNITED STATES DEPARTMENT OF AGRICULTURE,

BUREAU OF MARKETS.

APPLICATION FOR INSPECTION OF BUTTER.

Market _____ Date _____

The undersigned, in behalf of _____,
(Applicant.)of _____, requests an inspection
(Address.)of the following-described lot of butter in accordance with the
official rules of inspection under the food-products inspection law:

Shipped from _____ to _____

Date of shipment _____, 19__.

Date of actual or expected arrival, if known, _____, 19__.

Shipper or seller _____

Address of shipper or seller _____

Receiver or buyer _____

Address of receiver or buyer _____

Kind of butter _____ Kind of packages _____

Number of packages in lot _____ Stencil marks _____

Car initials and number _____

Name of delivering carrier _____

Location of lot _____

Purpose of inspection _____

Application signed by _____

Address _____

Cable Car Line at
425 Market St.
San Francisco
Calif.

cp. 5 UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF MARKETS.

CHARLES J. BRAND, Chief.

SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 52.*

HOW TO TAKE AN APPEAL

To the Secretary of Agriculture, from a
Licensed Inspector's Grading to Determine the True Grade of Grain Under the
United States Grain Standards Act.



Federal Grain Sampler Securing a Representative Sample in an Appeal.

After the five probes of grain are emptied on the sampling canvas, the sampler examines the grain of each probe carefully for temperature, odor, and uneven loading, and makes the proper notations on the sampling ticket.

* Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 48.

† This publication also explains how to refer a dispute on uninspected grain to the Secretary of Agriculture

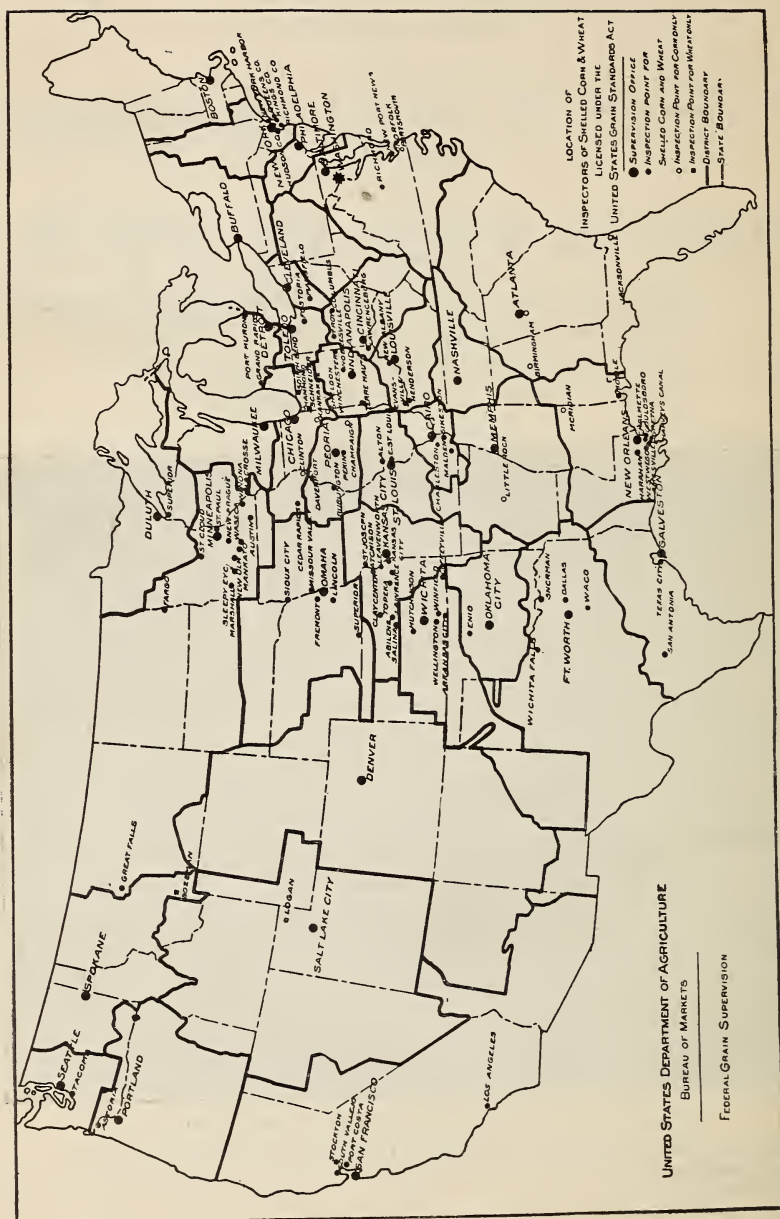


FIG. 1.—Map showing the location of the offices of Federal Grain Supervision and inspection points.

HOW TO TAKE AN APPEAL

TO THE SECRETARY OF AGRICULTURE FROM A LICENSED INSPECTOR'S GRADING TO DETERMINE THE TRUE GRADE OF GRAIN UNDER THE UNITED STATES GRAIN STANDARDS ACT.

Q. 1. What is an Appeal?

A. 1. An Appeal is the action taken by a person interested in the grading of a car or other lot of grain, who questions the grading of the licensed inspector, by calling upon the Secretary of Agriculture through a Federal Grain Supervisor to determine the true grade under the United States grain standards Act.

Q. 2. What is a Licensed Inspector?

A. 2. He is a grain inspector who has been licensed by the Secretary of Agriculture to inspect and grade grain according to the Federal grades under the United States grain standards Act.

Q. 3. Is the Licensed Inspector a Federal employee?

A. 3. No. He is merely licensed by the Secretary of Agriculture. His compensation is derived from fees charged by him for each inspection, or he is paid by some state grain inspection department, or by the inspection department of some chamber of commerce, grain exchange, or similar organization which employs him.

Q. 4. Is the Appeal from the inspector's grade taken direct to the Secretary of Agriculture at Washington, D. C.?

A. 4. No. It is filed in an office of Federal Grain Supervision in the district in which the grain is inspected. The Federal Grain Supervisors in charge of these offices are the authorized agents of the Secretary of Agriculture to entertain Appeals. (See Fig. 1.)

Q. 5. What is the value of an Appeal?

A. 5. It insures the interested persons in case of doubt that the true grade of the grain is ascertained and provides a means of determining whether a particular inspection is a correct application of the Federal grades. The grade determined and certified by the Secretary of Agriculture through his authorized agent, the Grain Supervisor, supersedes the inspector's certificate.

Q. 6. What is an Office of Federal Grain Supervision?

A. 6. The United States is divided into thirty-five Federal Grain Supervision districts with headquarters for each district at an office of Federal Grain Supervision in a large market. Each office supervises the work of the licensed inspectors within each district.

Q. 7. At what grain markets are offices of Federal Grain Supervision located?

A. 7. A map showing the Federal Grain Supervision districts is shown on page 2 (Fig. 1). The postoffice address of each office of Federal Grain Supervision is shown on page 2.

U. S. G. S. A. Form 16—Revised

Appeal Form of Complaint Under U. S. Grain Standards Act

District No. 24 Appeal No. 919
(Above blanks not to be filled in by applicant)

To the Office of Federal Grain Supervision:

1. Subject to the U. S. grain standards Act and the regulations thereunder, I dispute the correctness of the inspection of the grain described below, and appeal the question to the Secretary of Agriculture. I certify that the statements herein made are true to the best of my knowledge and belief.

2. Was the grain involved in this appeal—

- (a) Shipped.....
(b) Delivered for shipment.....
(c) Consigned for sale.....
(d) Sold for shipment.....
(e) Offered for sale for shipment.....

Yes

In interstate or foreign commerce? (If so, write "yes" in proper square above)

3. Jarbaro, Kansas. Kansas City, Missouri.
(Point of shipment) (Point of Destination)

4. 25552, A. T. & S. F. Kansas-Missouri Elevator.
(Identification of grain) (Location)

5. I am an interested party and the names and addresses of all other parties interested in the grain involved in this appeal are as follows:

Richard Roe Grain Company Kansas City, Missouri.
(Name) (Address)

6. If no other party is named above, state why not. (Name) (Address)

7. An advance deposit of \$ 3.00 (check, ~~draw on money order~~) is transmitted herewith.

8. The certificate covering the inspection from which this appeal is taken is attached hereto, or if not attached will be delivered to the proper office of Federal Grain Supervision prior to the issuance of a grade memorandum in this appeal.

9. If an agreed sample is to be submitted by the interested parties in accordance with the Regulations under the U. S. grain standards Act, answer "yes" in the following space. If not answered "yes" it is expected that the Office of Federal Grain Supervision will secure necessary samples.

December 5, 1918. John Doe Grain Company (Shipper)
(Date) (Appellant)

By William Coe Commission Company (Agent)

Address Kansas City, Missouri.

FIG. 2.—The illustration shows the appeal form of complaint properly filled out and signed by the agent of the shipper.

Q. 8. How is an Appeal taken?

A. 8. It is taken by filing a statement in the form of a "Complaint" or "Stipulation" with the office of Federal Grain Supervision in the district in which the inspection is made. (See Fig. 2.)

Q. 9. What is a Complaint?

A. 9. It is a written statement by the person who calls an Appeal to the Secretary of Agriculture giving the necessary information regarding the grain and the transaction involved.

Q. 10. What is a Stipulation?

A. 10. It is a written statement made jointly by all the persons interested in an Appeal, setting forth the same facts regarding the grain that are stated in a Complaint, and may be used in cases in which all parties agree to refer the question of determining the true grade to the Secretary of Agriculture.



FIG. 3.—Signing a Complaint Form to Take an Appeal.

The picture illustrates the few steps necessary in taking an Appeal. A representative of a grain firm delivers the Complaint form filled out and signed, the original inspection certificate, and a check for the advance deposit, to the office of Federal Grain Supervision. These papers also are often sent by mail, and in order to expedite the handling of the Appeal by the Supervisor advance notice may be given to him by telephone or telegraph.

Q. 11. Is there any time limit for taking an Appeal?—When can an Appeal be taken?

A. 11. An Appeal must be taken before the close of business on the second business day after the day of the inspection, or the reinspection, from which the Appeal is desired. Another important condition is that the grain must not have left the place where it was inspected and must not have lost its identity.

Q. 12. How and when is the time for taking an Appeal extended?

A. 12. For good reason shown to him the Grain Supervisor entertaining the Appeal may extend the time for filing the Complaint, or Stipulation, or for submitting an agreed sample.

Q. 13. What steps must be taken by a party who desires to call an Appeal?

A. 13. It is only necessary to fill in and sign the printed form of the Complaint, (which may be secured from the office of Federal Grain Supervision), with the information called for on the form and send this form to the office of Federal Grain Supervision in the District where the grain is inspected. (See Fig. 3.)

An advance deposit and the original inspection certificate of the licensed inspector must also be submitted before the Grade Memorandum can be issued. If the certificate can not be furnished, its absence must be explained. (See Fig. 4.)

IN INSPECTION	Grain Inspection Certificate.	No. <u>83936</u> ORIGINAL
THE MISSOURI STATE GRAIN INSPECTION DEPARTMENT.		
Kansas City, Mo., <u>December 4,</u> 19 <u>18</u>		
<small>I HEREBY CERTIFY that I hold a license under the United States grain standards Act to inspect and grade the kind of grain covered by this certificate; that on the above date I inspected and graded the following lot or parcel of grain; and that the grade thereof, according to the official grain standards of the United States, is that stated below:</small>		
Car No. <u>25552</u>	Initials <u>A. T. & S. F.</u>	Location <u>Kansas-Missouri Elevator Track</u>
Amount <u>Carload</u>	Kind <u>Wheat</u>	Grade <u>No. 2 Red</u> Dockage <u>0</u> % Weight per Bushel <u>59.5</u> lbs.
ANALYSIS: Moisture <u>12.2</u> %, Heat Damaged and Mahogany _____ %, Damage other than Heat _____ %		
Total Damaged _____ %, Inseparable _____ %, Other Wheat _____ %		
		_____ (Signature) Licensed Inspector.
Countersigned:		
_____ (Signature)	_____ Chief Inspector.	

FIG. 4.—The illustration presents the licensed inspection certificate showing a grade of No. 2 Red Winter which is disputed by shipper.

Q. 14. What if the person desiring to call the Appeal is located in another city at a considerable distance from the market, or place of inspection, and could not secure and fill out one of these forms and submit it within the time allowed?

A. 14. He can notify the office of Federal Grain Supervision himself, in advance of filing the Complaint but within the time allowed to take an Appeal, by telegraph, telephone, or otherwise, in order that the Grain Supervisor can proceed with an examination of the grain. In this case the Supervisor may extend the time allowed for filing the Complaint and it would only be necessary to file the Complaint or

Stipulation within the time so allowed before the Grain Supervisor issues the Grade Memorandum. Or he can arrange with an agent in the market to take the Appeal for him, in case he disputes the inspector's grade.

Q. 15. What if a person desires to call an Appeal on grain which has been inspected at a small market, and there is no office of Federal Grain Supervision located there?

A. 15. He notifies the office of Federal Grain Supervision in the District in which the small market is located.

Q. 16. Can anyone prevent an interested person from taking an Appeal to the Federal Grain Supervisor?

A. 16. No. In all transactions under the United States grain standards Act, any interested person has the privilege of properly calling an Appeal, and no one can legally prevent him from having his Appeal heard.

Q. 17. Is there any cost involved in calling an Appeal?

A. 17. Yes. The party filing the Complaint is required to make an advance deposit of \$3.00 per car in the form of a check payable to "Disbursing Clerk, U. S. Department of Agriculture," or a money order, which, however, should be filed with the Grain Supervisor. If the inspector's grade, from which the appeal is taken, proves to be incorrect, the entire \$3.00 is returned by the Department and the Appeal service is rendered free. But if the inspector's grade is found to be correct, the \$3.00 per car is retained as the cost for handling the Appeal.

Q. 18. Who are the persons usually interested in an Appeal?

A. 18. The Appellant and the Respondent, representing themselves, or represented by the agent of one or both.

Q. 19. Who is the Appellant?

A. 19. The Appellant is the person taking the Appeal. He may be a country shipper acting in his own name or through his agent, the commission merchant, in the market, or he may be a grain shipper in a large market selling grain, or he may be a grain dealer or miller located either at an interior point or in a large market buying grain.

Q. 20. Who is the Respondent?

A. 20. The Respondent is any person other than the Appellant who is financially interested in the grain. He may be either the purchaser or seller as above mentioned. If he desires he may be heard orally or by filing a written statement in regard to the Appeal.

Q. 21. In what cases is an Appeal entertained by the Federal Grain Supervisor?

A. 21. An Appeal is entertained if it is properly taken within the prescribed time limit by the Appellant on grain which has been inspected by a licensed inspector and which has been either (1) sold, (2) offered for sale, (3) consigned for sale, (4) shipped, or (5) delivered for shipment, in interstate or foreign commerce.



FIG. 5.—Federal Samplers Arriving at Railroad Yards.

To insure prompt handling of Appeals, the offices of Federal Grain Supervision in the larger markets are equipped with automobile trucks for the securing of samples. In the illustration, the Federal samplers are seen arriving at a railroad yard with their equipment to take samples from cars of grain that have been appealed to the local Grain Supervisor.

Q. 22. When may an Appeal be dismissed?

A. 22. An Appeal may be dismissed by the Grain Supervisor when it is found that the Secretary of Agriculture is without authority to entertain it, or that it is impossible to get a proper sample of the grain, or that any provision of the United States grain standards Act or the regulations thereunder have not been complied with.

Q. 23. How does the Grain Supervisor determine the grade?

A. 23. Upon the basis of a representative sample secured by or under the direction of the Federal Grain Supervisor, or in some cases upon an agreed sample submitted by the persons interested in the transaction. (See Figs. 5, 6, 7, 8, and 9.)

Q. 24. What is a Grade Memorandum?

A. 24. A Grade Memorandum is a certificate issued by the Grain Supervisor stating the grade determined by him. (See Figs. 10, 11, 12, 13, and 14.) This Grade Memorandum supersedes the grain inspection certificate issued by the licensed inspector. (See Fig. 4.) In case the Appeal is dismissed, no Grade Memorandum is issued by the Grain Supervisor and the inspection certificate is returned to the party filing the same.

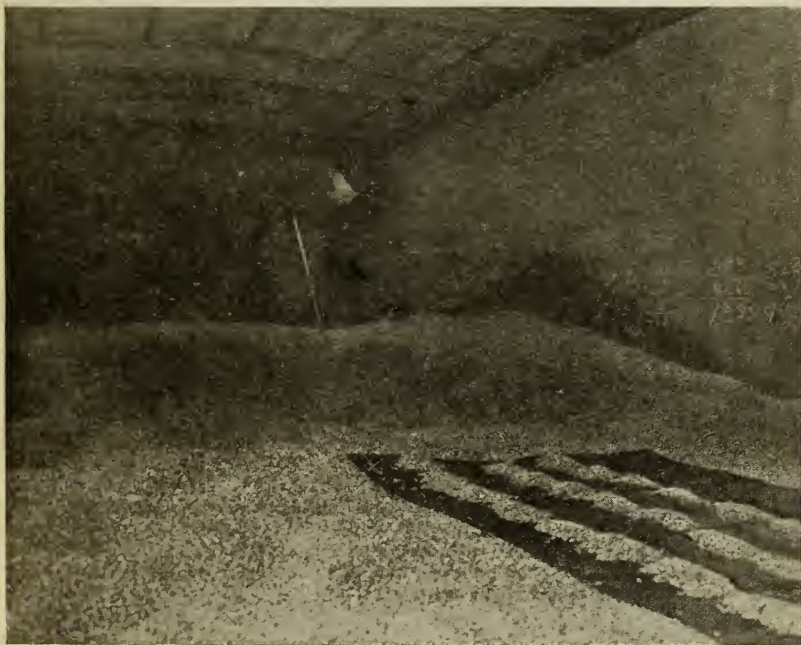


FIG. 6.—Securing the Representative Sample.

This picture shows the method followed by the Federal grain sampler in securing a representative sample of the lot of grain appealed. At least five probes are taken in different parts of the car with a double-shell 10 compartment trier. The grain is poured on the canvas from the trier. The sampler is here shown drawing the fourth probe.

Q. 25. When is an Appeal “sustained”?

A. 25. An Appeal is “sustained” when the grade assigned by the licensed inspector, as stated on his inspection certificate, is changed by the Grain Supervisor.

Q. 26. When is an Appeal "not sustained"?

A. 26. An Appeal is "not sustained" when the grade, as stated on the inspection certificate, is not changed by the Grain Supervisor.

Q. 27. How are the interested persons informed as to the Appeal?

A. 27. Copies of all papers filed in an Appeal, except the inspection certificates, are served on all interested persons by the Appellant or by the Grain Supervisor.



FIG. 7.—Filling the Cloth Sample Bag and Airtight Can.

After examining the grain the sampler thoroughly mixes the sample on the canvas, fills an airtight can of approximately $1\frac{1}{8}$ pints for the purpose of the moisture test and places the remainder in a clean cloth sack. The can is also placed in the sack and the grain is then taken to the office of Federal Grain Supervision. The loose portion in the sack is used for the tests for dockage, weight per bushel, and any others that are necessary, except moisture.

Q. 28. What if one of the interested persons is dissatisfied with the grade placed upon the grain by the Grain Supervisor?

A. 28. He may call a Board Appeal.

Q. 29. What is a Board Appeal?

A. 29. A Board Appeal is the action taken to have the grade assigned by the District Grain Supervisor reviewed by the final Board of Review located at Chicago.

Q. 30. How is a Board Appeal taken?

A. 30. A Board Appeal is taken by filing an Objection to the grade assigned by the District Grain Supervisor's Grade Memorandum before the close of business on the next business day after the issuance of the Grade Memorandum. The Objection is filed with the Grain Supervisor who handled the Appeal. On receipt of this Objection, the Grain Supervisor transmits immediately to the final Board of Review at Chicago the samples and all papers relating to the Appeal.

Q. 31. What is the Board of Review?

A. 31. The Board of Review is a board of Federal Grain Supervisors located at the General Field Headquarters of Federal Grain Supervision at Chicago which entertains Board Appeals properly filed in any part of the United States. The Board also reviews the work of the licensed inspectors which has been supervised by the District Grain Supervisors, by means of samples of grain received from each district office of Federal Grain Supervision. The object of this reviewing of samples not the subject of an Appeal or Dispute is to bring about uniformity of inspection between markets. The Board of Review also interprets the grading factors of the Federal grades as established by the Secretary of Agriculture.

Q. 32. What is the effect of a Board Appeal?

A. 32. The Grade Memorandum issued by the Board of Review supersedes the Grade Memorandum issued by the Grain Supervisor and is the final Grade Memorandum issued. Immediately upon receipt of the samples and papers from the district Grain Supervisor, the Board reviews the same and transmits its findings, if necessary, by telegraph to the district Supervisor to be submitted to all interested persons.

Q. 33. What is meant by the Secretary's Findings?

A. 33. The Grain Supervisor or the Board of Review transmits a copy of the Grade Memorandum, together with the papers relating to the Appeal, as the proposed findings, to the Secretary of Agriculture. The Secretary subsequently issues at Washington, D. C., his Findings, which are prima facie evidence in the United States courts as to the true grade of the grain at the time and place of inspection. (See Fig. 15.)

DISPUTES.

Q. 1. What is a Dispute?

A. 1. A Dispute is the action taken by a person interested in a car or other lot of uninspected grain, who questions the grade claimed by another interested person, by referring the matter to the Secretary

of Agriculture (through the Federal Grain Supervisor of the district in which the grain is located) to determine the true grade under the United States grain standards Act.

Q. 2. What is meant by "uninspected" grain?

A. 2. Uninspected grain is grain which is either shipped or delivered for shipment in interstate or foreign commerce from one point to another at neither of which a licensed inspector is located. In such cases either the shipper or the receiver states the grade for the purpose of the transaction.

Q. 3. What is the procedure in calling a Dispute?

A. 3. The procedure is practically the same as in the case of an Appeal.

Q. 4. What are the fees charged in a Dispute?

A. 4. The minimum fee charged is \$3.00 for carload lots of bulk grain where an agreed sample is submitted. In case the parties interested in the transaction do not submit an agreed sample, additional charges are made for the traveling expenses of the Federal sampler to the point where the grain is located and return, for the purpose of securing the sample. The Grade Memorandum and the Findings of the Secretary are issued the same as in an Appeal.

KIND OF GRAIN. <u>Wheat</u> LAB. No. <u>4575</u>	
DIST. No. <u>24</u>	OFFICIAL SAMPLERS AND LABORATORY RECORD
CITY <u>Kansas City</u>	FEDERAL GRAIN SUPERVISION
STATE <u>Missouri</u>	
INITIAL <u>A.T. & S.F.</u> CAR No. <u>25552</u>	
OTHER IDENTIFICATION <u>Kansas-Missouri Elevator Track.</u>	
LOCATION <u>Kas. Mo. Elev. Track.</u>	
SAMPLER'S REMARKS	
SEALS REMOVED <u>Mo. Pac. 36,298.</u>	
SEALS APPLIED <u>USGSA 24,194.</u>	
DATE <u>12/5/18</u> SAMPLER <u>(Signature)</u>	
DIST. SUPERVISION FINDINGS	
CLASS <u>Soft Red Winter</u>	BY <u>S.</u>
ODOR	
HEAT DAMAGE	
TOTAL DAMAGE <u>1.7%</u>	
WEIGHT PER BU. <u>60.0#</u>	"
MOISTURE <u>11.4%</u>	"
CRACKED CORN & FGN. MATERIAL	"
TOTAL FGN. MTL. OTHER THAN DKG. FOREIGN MATERIAL <u>1.0%</u>	
LICENSED INSPECTOR (Name)	
GRADE <u>No. 2 Red Winter</u>	DATE <u>12/5/18</u>
ACCOUNT OF <u>59.5 lbs. per bushel</u>	IDENTIFICATION <u>A.T. & S.F. 25552</u>
U. S. SUPERVISION GRADE <u>No. 1</u>	
<u>Red Winter.</u>	
ACCOUNT OF	

FIG. 8.—The illustrations show both sides of the sampler's ticket for the Appeal. (a) The stub is placed in the airtight container and the remainder of the ticket in the cloth sack. The information is written by the sampler at the time of taking the sample. (b) After the sample reaches the supervisor's office, it is analyzed and graded and the information on the reverse side is entered upon the card.

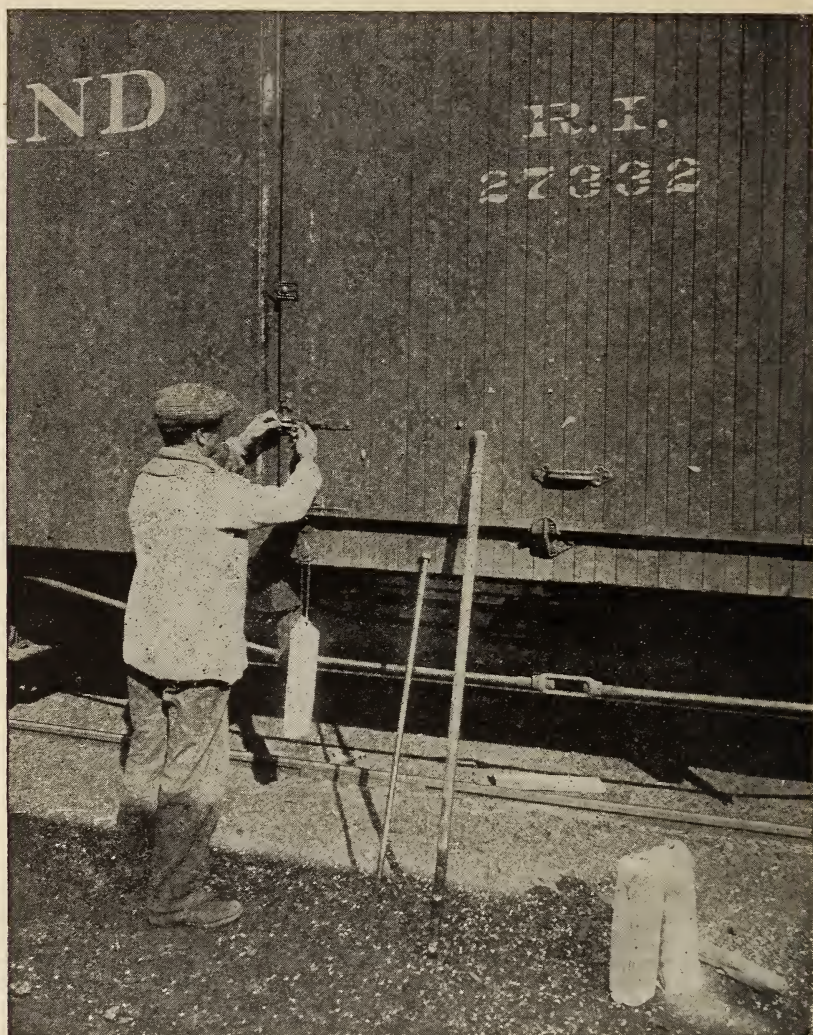


FIG. 9.—Sealing the Car.

After the sample has been secured from the carload of grain, the car door is closed, sealed, and a seal record taken by the sampler, except in cases when the railroad company seals the car.

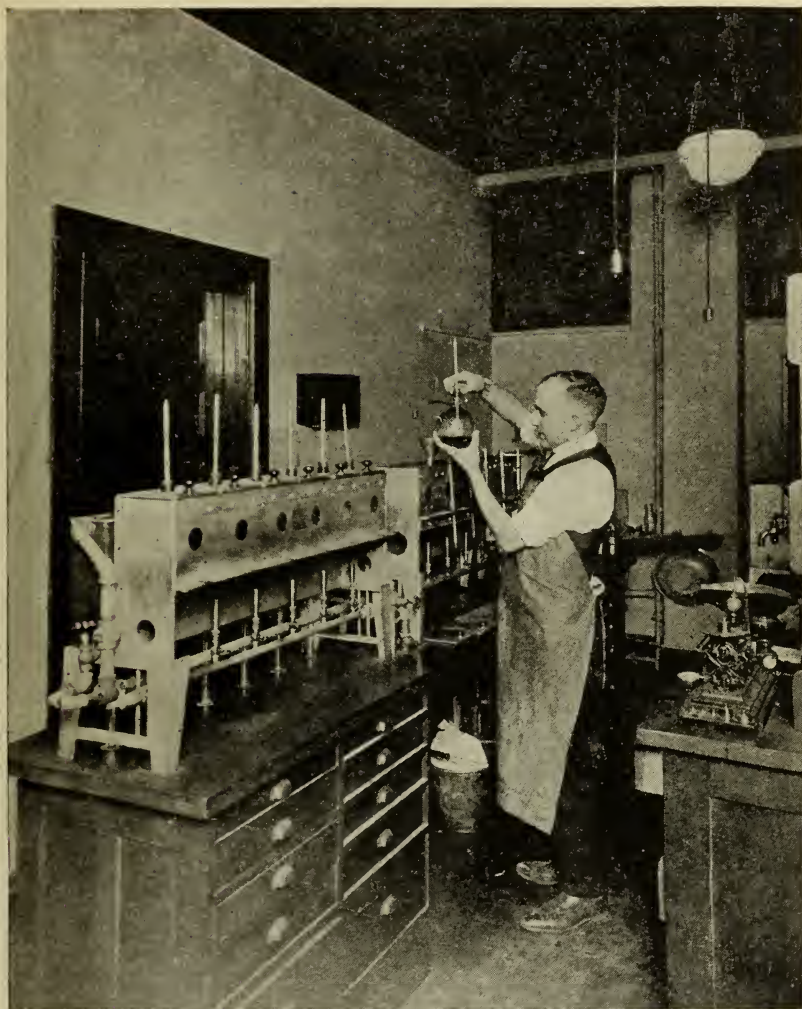


FIG. 10.—Making the Moisture Test.

When the sample arrives at the office of Federal Grain Supervision, a moisture test is made on the portion of the sample in the airtight can. This is one of the most important grading factors on corn, and also frequently on wheat and other grains, while the new crop is moving to the terminal markets. The picture shows the sampler inserting the thermometer in the glass flask so that the bulb of the thermometer is also wholly immersed in the light mineral engine oil covering the 100 grams of wheat. (In case of corn 100 grams, and oats 50 grams, are used.) There are shown two six-burner Brown-Duvel moisture testers with gas heaters. The mixture is heated to 180 degrees centigrade for determining the moisture in wheat, 190 degrees centigrade for shelled corn and 195 degrees centigrade for oats. The water drops into the graduated measuring cylinders shown standing underneath the tester and the actual percentage is indicated by the height of the water in the cylinder.



FIG. 11.—Mixing and Dividing the Sample.

In the laboratory the portion of the sample in the sack is mixed thoroughly in the Boerner sampling device, and divided into smaller sub-samples. A 1,000 gram quantity (about $2\frac{1}{4}$ pounds) is used to determine the Dockage. After the Dockage is removed, the remainder or Dockage-free portion is used for determining the test weight per bushel. It is again divided and smaller portion is used for the quick determination of the remaining grading factors.

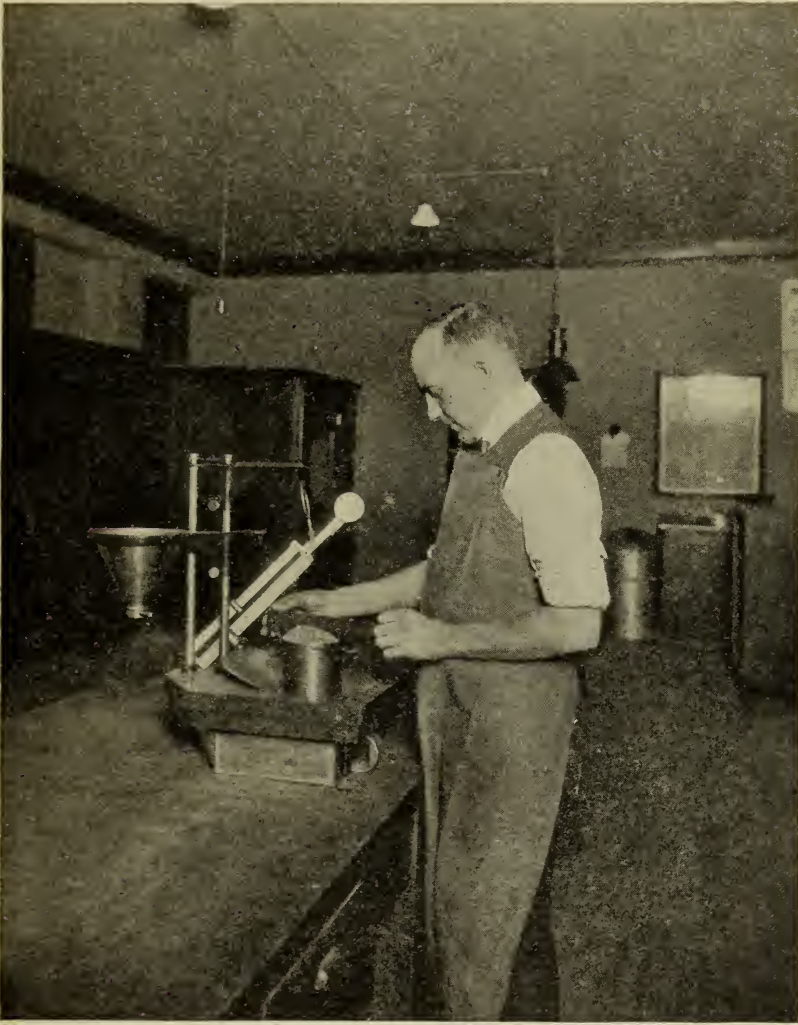


FIG. 12.—Determining the Weight Per Bushel.

The hopper, when swung into place, is directly over the center of the test kettle (quart bucket). The grain falls into the kettle from the hopper through an opening $1\frac{1}{4}$ inches in diameter, and two inches above the top of the kettle. The illustration shows the Federal sampler using the test weight apparatus as described in Department of Agriculture Bulletin No. 472. The use of this apparatus insures uniform results. He is stroking the excess grain off the kettle by means of three zig-zag strokes with a special wood stroker with rounded edges. The kettle is then hung on the scale beam to ascertain the weight.

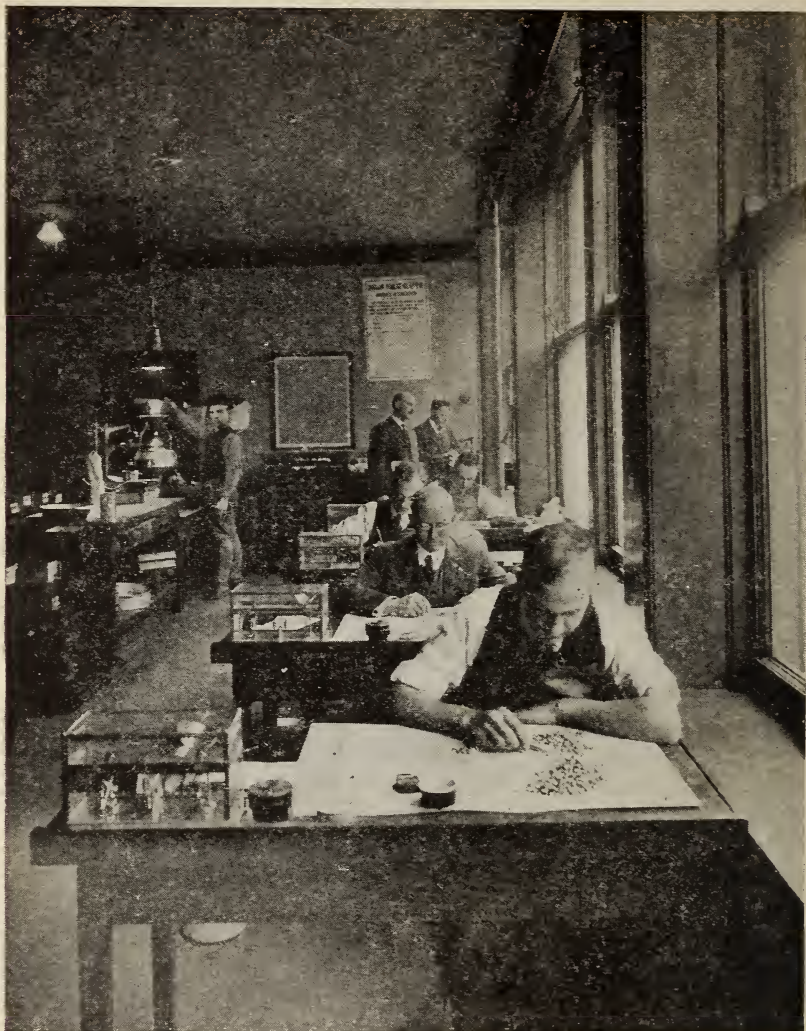



FIG. 13.—Analyzing the Sample.

This illustration shows a laboratory in one of the offices of Federal Grain Supervision. An analysis is made of small portions of the sacked sample to determine the percentage of "Damaged kernels," "Foreign Material other than Dockage," or "Wheat of other classes" and any other grading factors that may be necessary in connection with that particular sample. This is done by separating and weighing the separation.

U.S.G.S.A. Form No. 1. ORIGINAL OFFICE OF FEDERAL GRAIN SUPERVISION

GRADE MEMORANDUM

Appeal No. 919

 United States Department of Agriculture
BUREAU OF MARKETS

I certify that, in compliance with regulation 3, section 22, paragraph 1, of the rules and regulations of the Secretary of Agriculture under the United States grain standards Act of August 11, 1916 (39 Stat., 482), the grade shown below has been assigned by me to the grain located at Kansas-Missouri Elevator Track, Kansas City, Missouri. on Dec. 5, 1918; 2:30 P.M. and identified as follows: A. T. & S. F. Car No. 25552 Amount Carload

Kind Wheat Grade No. 1 Red Winter Foreign Material

Total Damaged 1.7%, Weight per Bushel 60.0 lbs., Moisture 11.4%, other than Dockage 1.0%

This grade memorandum supersedes "In" Inspection Certificate No. 83936 issued by (name), Licensed Inspector, under date of December 4, 1918.

Unless objection be filed, in accordance with section 23 of the aforesaid regulation, prior to the close of business on the next business day following the issuance hereof, this grade memorandum will be the final grade memorandum, and thereafter, in due course, proposed findings will be transmitted to the Secretary of Agriculture.

(Signature) Grain Supervisor

FIG. 14.—The illustration shows the Grade Memorandum issued by the District Supervisor assigning a grade of No. 1 Red Winter which supersedes the inspector's certificate.

U. S. G. S. A. Form No. 23. ORIGINAL

UNITED STATES GRAIN STANDARDS ACT

District No. 24 Appeal No. 919

John Doe Grain Company Appellant
Richard Roe Grain Company RESPONDENT

Findings of the Secretary of Agriculture.

Standards having been fixed and established under the United States grain standards Act of August 11, 1916 (39 U. S. Stat. at L., 482) for grain of the kind specified below: a certain quantity of such grain, located and identified as set forth below, having been sold, offered for sale, or consigned for sale, or shipped, or delivered for shipment in interstate or foreign commerce, and inspected by an inspector licensed under said Act and the rules and regulations prescribed thereunder; a dispute having arisen as to whether the grade as determined by such inspection of said grain in fact conforms to the standard of the specified grade; the appellant having appealed the question to the Secretary of Agriculture, and the parties in interest having had opportunity to be heard; the necessary investigations having been made and tests applied; and said appeal having been taken before the grade left the place where the inspection appealed from was made and before the identity of the grain had been lost, to accordance with the rules and regulations of the Secretary of Agriculture under said Act:

Now, therefore, I, the Secretary of Agriculture, have determined, and do hereby find, that the true grade of said grain on Dec. 5, 1918, at Kansas City, Missouri is that set forth below, and that the appeal is sustained

Location Kansas-Missouri Elevator Track, Kansas City, Mo. Date Dec. 5, 1918

Identification A. T. & S. F. Car 25552 Amount Carload

Kind Wheat Grade No. 1 Red Winter

Analysis: Weight per Bushel 60.0 lbs.; Moisture 11.4%; Total damaged 1.7%; Total foreign Material other than Dockage 1.0%

A fee of \$ 3.00 in this appeal is hereby fixed, and is assessed and charged against the appellant.

In witness whereof, I have hereunto affixed my signature at Washington, D. C., this third day of January, 1919

(Signature) Secretary of Agriculture.

FIG. 15.—The illustration shows the Findings of the Secretary of Agriculture subsequently issued for the Appeal. These are valuable as prima facie evidence of the grade of the grain in the event of a controversy between the parties which takes the case into the United States courts.

LIST OF POSTOFFICE ADDRESSES OF OFFICES OF FEDERAL GRAIN SUPERVISION.

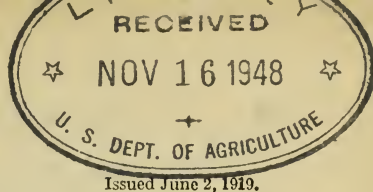
Atlanta, Georgia:	Milwaukee, Wisconsin:
1710 Third National Bank Bldg.	Room 513 Wells Building, 120 Wisconsin Street.
Baltimore, Maryland:	Minneapolis, Minnesota:
610 Keyser Building.	326 Flour Exchange.
Boston, Massachusetts:	Nashville, Tennessee:
Room 1140, 141 Milk Street.	807 Independent Life Building.
Buffalo, New York:	New Orleans, Louisiana:
98 Dun Building.	503 Metropolitan Bank Building.
Cairo, Illinois:	New York, New York:
Room 6, Post Office Building.	Room 1607, 27 William Street.
Chicago, Illinois:	Oklahoma City, Oklahoma:
General Field Headquarters, 1132, 327 South LaSalle Street.	502 Patterson Building.
Chicago, Illinois:	Omaha, Nebraska:
District Supervisor's Office, 974, 208 South LaSalle Street.	738 Brandeis Building.
Cincinnati, Ohio:	Peoria, Illinois:
210 Johnson Building.	509 Lehmann Building.
Cleveland, Ohio:	Philadelphia, Pennsylvania:
709 Illuminating Building.	578 Bourse Building.
Denver, Colorado:	Portland, Oregon:
509 Cooper Building.	519 Post Office Building.
Detroit, Michigan:	Salt Lake City, Utah:
605 Detroit Free Press Building.	423 Ness Building.
Duluth, Minnesota:	San Francisco, California:
Room 1-4, Sherwood Building.	1131 Merchants Exchange.
Fort Worth, Texas:	Seattle, Washington:
511 First National Bank Building.	2304 L. C. Smith Building.
Galveston, Texas:	Spokane, Washington:
222 Security Building.	516 Chamber of Commerce.
Indianapolis, Indiana:	St. Joseph, Missouri:
827 Board of Trade Building.	(Sub-station of Kansas City),
Kansas City, Missouri:	1008 Corby-Forsee Building.
310 Postal Telegraph Building.	St. Louis, Missouri:
Louisville, Kentucky:	817 Pierce Building.
27 Board of Trade Building.	Toledo, Ohio:
Memphis, Tennessee:	2009 Second National Bank Bldg.
403 Exchange Building.	Wichita, Kansas:
	313 Sedgwick Building.

NOTE.—Any information desired relative to the application of the United States grain standards Act or the Regulations thereunder, may be had by writing the Department of Agriculture at Washington, D. C., or any office of Federal Grain Supervision.

21345

copy 4

S. R. A.—Markets 53.



U. S. DEPARTMENT OF AGRICULTURE,
BUREAU OF MARKETS.

CHARLES J. BRAND, CHIEF.

SERVICE AND REGULATORY ANNOUNCEMENTS.

No. 53.

**NOTICE OF HEARINGS ON PROPOSED RULES AND REGULATIONS
OF THE SECRETARY OF AGRICULTURE UNDER THE UNITED
STATES WAREHOUSE ACT OF AUGUST 11, 1916.**

Commencing at 10 o'clock in the forenoon of July 10, 1919, final hearings will be held in room 411 of the building at 1358 B Street S. W., in the city of Washington, upon proposed rules and regulations to be issued by the Secretary of Agriculture under the United States warehouse Act.

Preliminary to the final hearing at Washington, hearings presided over by the Chief of the Bureau of Markets, or some representative of that bureau, will be held as follows:

- June 9, at 10 o'clock a. m., Grunewald Hotel, New Orleans, La.
- June 11, at 10 o'clock a. m., Planters Hotel, St. Louis, Mo.
- June 13, at 10 o'clock a. m., Coates House, Kansas City, Mo.
- June 14, at 10 o'clock a. m., Fontnelle Hotel, Omaha, Nebr.
- June 17, at 10 o'clock a. m., Reed Hotel, Ogden, Utah.
- June 18, at 10 o'clock a. m., Chamber of Commerce, San Francisco, Calif.
- June 19, at 10 o'clock a. m., Owyhee Hotel, Boise, Idaho.
- June 21, at 10 o'clock a. m., Multnomah Hotel, Portland, Oreg.
- June 23, at 10 o'clock a. m., Chamber of Commerce, Seattle, Wash.
- June 24, at 10 o'clock a. m., Dodge's Davenport Hotel, Spokane, Wash.
- June 26, at 10 o'clock a. m., Park Hotel, Great Falls, Mont.
- June 28, at 10 o'clock a. m., Commercial Club, Fargo, N. Dak.
- July 1, at 10 o'clock a. m., Dyckman Hotel, Minneapolis, Minn.
- July 3, at 10 o'clock a. m., Chamber of Commerce, Indianapolis, Ind.
- July 5, at 10 o'clock a. m., Statler Hotel, Buffalo, N. Y.

A draft of the proposed regulations, submitted as a basis for discussion, and a copy of the statute, are annexed.

Producers of grain, merchants, millers, bankers, members of exchanges, warehousemen, carriers, and other persons interested are invited to be present at any of these hearings. Opportunity for oral discussion will be afforded to as many as practicable. Written communications from those not attending will be considered and should be sent to the Chief of the Bureau of Markets, Department of Agriculture, Washington, D. C. It is requested that arguments, suggestions, and criticisms be brief and definite, and refer specifically to particular sections of the regulations.

D. F. Houston

Secretary of Agriculture.

PROPOSED RULES AND REGULATIONS OF THE SECRETARY OF AGRICULTURE FOR GRAIN WAREHOUSES UNDER THE UNITED STATES WAREHOUSE ACT.

[These tentative rules and regulations are proposed for discussion and are not final.]

Regulation 1. Definitions.

SECTION 1. Words used in these regulations in the singular form shall be deemed to import the plural, and vice versa, as the case may demand.

SEC. 2. For the purposes of these regulations, unless the context otherwise require, the following terms shall be construed, respectively, to mean—

Paragraph 1. THE ACT.—Part C, known as the United States warehouse Act, of an Act of Congress entitled “An Act making appropriations for the Department of Agriculture for the fiscal year ending June thirtieth, nineteen hundred and seventeen, and for other purposes,” approved August 11, 1916 (39 U. S. Stat. at L., pp. 446, 486).

Par. 2. PERSON.—An individual, corporation, partnership, or two or more persons having a joint or common interest.

Par. 3. SECRETARY.—The Secretary of Agriculture of the United States.

Par. 4. REGULATIONS.—Rules and regulations made under the Act by the Secretary.

Par. 5. BUREAU OF MARKETS.—The Bureau of Markets of the United States Department of Agriculture.

Par. 6. GRAIN.—Shall include flaxseed.

Par. 7. WAREHOUSE.—Any building, structure, or other protected inclosure in which grain is or may be stored for interstate or foreign commerce, or, if located within any place under the exclusive jurisdiction of the United States, in which grain is or may be stored.

Par. 8. WAREHOUSEMAN.—A person lawfully engaged in the business of storing grain.

Par. 9. LICENSE.—A license issued under the Act by the Secretary.

Par. 10. LICENSED WAREHOUSEMAN.—A warehouseman licensed as such under the Act.

Par. 11. LICENSED WAREHOUSE.—A warehouse for the conduct of which a license has been issued.

Par. 12. LICENSED WAREHOUSEMAN'S BOND.—A bond weight of grain stored or to be stored in a licensed warehouseman.

Par. 13. LICENSED INSPECTOR.—A person licensed under the Act by the Secretary to inspect and grade and to certificate the grade of grain stored or to be stored in a licensed warehouse.

Par. 14. LICENSED WEIGHER.—A person licensed under the Act by the Secretary to weigh and to certificate the weight of grain stored or to be stored in a licensed warehouse.

Par. 15. GRAIN STANDARDS ACT.—Part B, known as the United States grain standards Act, of an Act of Congress entitled "An Act Making appropriations for the Department of Agriculture for the fiscal year ending June thirtieth, nineteen hundred and seventeen, and for other purposes," approved August 11, 1916 (39 U. S. Stat. at L., pp. 446, 482).

Par. 16. OFFICIAL GRAIN STANDARDS OF THE UNITED STATES.—The standards of quality or condition, for grain, fixed and established, by the Secretary, under the grain standards Act.

Par. 17. GRAIN SUPERVISOR.—An officer or agent of the Department of Agriculture designated by the Secretary, whose duties include the supervision of the inspection and grading of grain, and of the certification of grade thereof, in accordance with the grain standards Act and the regulations thereunder.

Par. 18. OFFICE OF FEDERAL GRAIN SUPERVISION.—The place designated by the Secretary, from time to time, as the headquarters of a district, under the grain standards Act and regulations thereunder.

Par. 19. RECEIPT.—A warehouse receipt.

Par. 20. STATE.—A State, Territory, or District of the United States.

Regulation 2. Warehouse Licenses.

SECTION 1. Applications for licenses under sections 4 and 9 of the Act shall be made to the Secretary upon forms prescribed for the purpose and furnished by the Bureau of Markets.

SEC. 2. Each such application shall be in English and shall be signed by the applicant.

SEC. 3. The applicant shall at any time furnish such information as the Secretary or the Chief of the Bureau of Markets shall find to be necessary to the consideration of his application by the Secretary.

SEC. 4. The warehouseman, conducting a warehouse for which application for license has been made, shall have and maintain, above all exemptions and liabilities not including paid-in capital stock, unincumbered assets liable for the payment of any indebtedness arising from the conduct of the warehouse, to the extent of at least 10 cents per bushel of its grain storage capacity, determined in accordance with paragraph 1 of section 2 of regulation 3, except that the amount of such assets need not be more than \$100,000. A deficiency in such assets may be supplied by an increase in the amount of the licensed warehouseman's bond in accordance with paragraph 2 of section 2 of regulation 3.

SEC. 5. A license for the conduct of a warehouse shall not be issued if it be found by the Secretary that the

warehouse is not suitable for the proper storage of grain, that the warehouseman is insolvent or incompetent to conduct such warehouse in accordance with the Act and these regulations, or that there is any other sufficient reason within the purposes of the Act for not issuing such license.

SEC. 6. Each application for a renewal or extension of a license under section 5 of the Act shall be made to the Secretary, upon a form prescribed for the purpose and furnished by the Bureau of Markets, shall be in English, shall be signed by the applicant, and shall be filed with the Secretary not less than 30 days nor more than 60 days before the date of the termination of the license or of any renewal or extension thereof, then in effect, as the case may be.

SEC. 7. Immediately upon receipt of his license or of any extension or renewal thereof under the Act, the licensed warehouseman shall post the same, and thereafter, except as otherwise provided in these regulations, keep it posted until the date of its termination, in a conspicuous place in the principal office where receipts issued by such licensed warehouseman are delivered to depositors.

SEC. 8. Pending investigation, the Secretary, whenever he deems necessary, may suspend a warehouseman's license temporarily without hearing. Upon a written request and a satisfactory statement of reasons therefor, submitted by a licensed warehouseman, the Secretary may, without hearing, suspend or cancel the license issued to such licensed warehouseman. The Secretary may, after opportunity for hearing when possible has been afforded in the manner prescribed in this section, suspend or cancel a license issued to a licensed warehouseman when such licensed warehouseman (a) has died, (b) is non compos mentis, (c) is bankrupt or insolvent, (d) has parted, in whole or in part, with his control over the licensed warehouse, (e) is in process of dissolution or has been dissolved, (f)

has ceased to conduct such licensed warehouse, or (g) has in any other manner become nonexistent or incompetent or incapacitated to conduct the business of the licensed warehouse. In all cases, before a license is suspended, revoked, or canceled for any violation of or failure to comply with any provision of the Act or of these regulations or upon the ground that unreasonable or exorbitant charges have been made for services rendered, the licensed warehouseman involved shall be furnished by the Secretary, or by an official of the Department of Agriculture designated for the purpose, a written statement specifying the charges and shall be allowed a reasonable time within which he may answer the same in writing and apply for a hearing, an opportunity for which shall be afforded in accordance with regulation 10, section 4.

SEC. 9. In case a license issued to a licensed warehouseman is suspended, revoked, or canceled by the Secretary, such license shall be returned to the Secretary. At the expiration of any period of suspension of such license, unless in the meantime it be revoked or canceled, the dates of the beginning and termination of the suspension shall be indorsed thereon, it shall be returned to the licensed warehouseman to whom it was originally issued, and it shall be posted as prescribed in section 7 of this regulation.

SEC. 10. Upon satisfactory proof of the loss or destruction of a license issued to a licensed warehouseman, a duplicate thereof may be issued under the same or a new number at the discretion of the Secretary.

SEC. 11. No warehouse or its warehouseman shall be designated as licensed under the Act and no name or description conveying the impression that it or he is so licensed shall be used, either in a receipt or otherwise, unless such warehouseman holds an unsuspended, unrevoked, and uncanceled license for the conduct of such warehouse.

Regulation 3. Warehouse Bonds.

SECTION 1. When notice has been given by the Secretary to a warehouseman that a license applied for under regulation 2 will be granted upon compliance by such warehouseman with the Act, the warehouseman shall, within a time and in an amount fixed in accordance with section 2 of this regulation by the Secretary in such notice, file with the Secretary a bond complying with the Act and covering all obligations arising thereunder during the period of the license and, in addition, if the warehouseman so desire, during the period of any renewal or extension thereof.

SEC. 2. *Paragraph 1.* Exclusive of any amount which may be added in accordance with paragraphs 2 and 3 of this section, the amount of such bond shall be fixed either (a) at the rate of 5 cents per bushel of the maximum number of bushels that the warehouse will accommodate when stored in the manner customary to the warehouse for which such bond is required, as determined by the Chief of the Bureau of Markets, but not less than \$2,500, or (b) in an amount sufficient to cover the grain at all times to the extent of 10 cents per bushel of the number of bushels actually in storage, but not less than \$2,500.

Par. 2. In case of a deficiency in net assets under section 4 of regulation 2, there shall be added to the amount fixed in accordance with paragraph 1 of this section an amount equal to such deficiency.

Par. 3. In case the Secretary finds the existence of conditions warranting such action, there shall be added to the amount fixed in accordance with paragraph 1 of this section a further amount, fixed by him, to meet such conditions.

SEC. 3. In case an application is made under section 6 of regulation 2 for an extension or renewal of a license and no bond previously filed by the warehouseman under this regulation covers obligations arising during the period of such extension or renewal, the

warehouseman shall, when notice has been given by the Secretary that such extension or renewal applied for will be granted upon compliance by such warehouseman with the Act, file with the Secretary, within a time fixed in such notice, a bond complying with the Act. Such bond shall cover all obligations arising under the Act during the period of the extension or renewal, and, in addition, if the warehouseman so desire, during the period of any further renewal or extension, and shall, in amount and otherwise, comply with this regulation.

SEC. 4. No bond shall be accepted for the purposes of the Act and these regulations until it has been approved by the Secretary.

Regulation 4. Warehouse Receipts.

SECTION 1. *Paragraph 1.* Every receipt, whether negotiable or nonnegotiable, issued for grain stored in a licensed warehouse shall, in addition to complying with the requirements of section 18 of the Act, embody within its written or printed terms the following: (a) The name of the licensed warehouseman and the designation, if any, of the warehouse, (b) the date of termination of the warehouse license, (c) a statement whether the warehouseman is incorporated or unincorporated, and, if incorporated, under what laws and the amount of the paid-in capital stock, (d) the amount of the warehouseman's bond, (e) a statement conspicuously placed, whether or not the grain is insured and, if insured, to what extent, by the warehouseman against loss by fire, lightning, tornado, or otherwise, (f) the weight of the grain, (g) in the case of grain the identity of which is to be preserved, its identification or location, in accordance with section 16 of regulation 5, (h) the words "Not Negotiable," "Non-Negotiable," or "Negotiable," according to the nature of the receipt, clearly and conspicuously printed or stamped thereon, and (i) that the holder of the receipt or the depositor of the grain

shall demand the delivery of the grain not later than the expiration of one year from the date of the receipt.

Par. 2. Every negotiable receipt issued for grain stored in a licensed warehouse shall, in addition to complying with the requirements of paragraph 1 of this section, embody within its written or printed terms, a form of indorsement which may be used by the depositor, or his authorized agent, for showing the ownership of, and liens, mortgages, or other encumbrances on, the grain covered by the receipt.

Par. 3. The grade stated in a receipt issued for grain stored in a licensed warehouse shall be stated in such receipt in accordance with regulation 8, as determined by the licensed inspector who last inspected and graded the grain before the issuance of such receipt, or if an appeal from the determinations of such inspector has been taken either under the grain standards Act and regulations thereunder or under regulation 9 of these regulations, the grade shall be stated on such receipt in accordance with the grades as finally determined in such appeal. If the final grade as thus determined be different from that shown by any receipt issued for such grain, the licensed warehouseman shall, upon surrender of the old receipt if the same is not already in his possession, issue a new receipt stating such final grade.

Par. 4. The weight stated in a receipt issued for grain stored in a licensed warehouse shall be ascertained by the use of weighing apparatus approved for the purpose by the Chief of the Bureau of Markets, and shall be stated as determined by the licensed weigher who last weighed the grain before the issuance of such receipt.

Par. 5. No receipt shall be issued under the Act or these regulations until the grain covered by such receipt shall have been inspected and graded and weighed by a person duly licensed to inspect and grade and weigh such grain and to certificate the

grade and weight thereof, under the Act and these regulations.

SEC. 2. If any copies of receipts are made, all such copies, except those issued in lieu of the original in case of lost or destroyed receipts, shall have clearly and conspicuously printed or stamped thereon the words "Copy—Not Negotiable."

SEC. 3. *Paragraph 1.* In the case of a lost or destroyed receipt, if there be no statute of the United States or law of a State applicable thereto, a new receipt upon the same terms, subject to the same conditions, and bearing on its face the number and the date of the receipt in lieu of which it is issued and a plain and conspicuous statement that it is a duplicate issued in lieu of a lost or destroyed receipt, may be issued upon compliance with the conditions set out in paragraph 2 of this section.

Par. 2. Before issuing such duplicate receipt the licensed warehouseman shall require the depositor or other person applying therefor to make and file with the warehouseman (a) an affidavit showing that he is lawfully entitled to the possession of the original receipt, that he has not negotiated or assigned it, how the original receipt was lost or destroyed, and, if lost, that diligent effort has been made to find the receipt without success, and (b) a bond in an amount double the value, at the time the bond is given, of the grain represented by the lost or destroyed receipt. Such bond shall be in a form approved for the purpose by the Secretary, shall be conditioned to indemnify the warehouseman against any loss sustained by reason of the issuance of such duplicate receipt, and shall have as surety thereon (a) a surety company which is authorized to do business, and is subject to service of process in a suit on the bond, in the State in which the warehouse is located, or (b) at least two individuals who are residents of such State and each of whom owns real property therein having a

value, in excess of all exemptions and encumbrances, to the extent of double the amount of the bond.

SEC. 4. No receipt shall be issued under the Act until its form has been approved by the Chief of the Bureau of Markets. For this purpose the licensed warehouseman shall submit two copies of the proposed form.

SEC. 5. If a licensed warehouseman deliver a part only of a lot of grain for which he has issued a receipt under the Act, he shall either take up and cancel such receipt and issue a new receipt in accordance with these regulations for the undelivered portion of the grain, or shall have plainly placed upon the face of the receipt a statement showing the date of delivery, the kind of grain, the grade and the weight thereof delivered and such statement shall be signed by the person lawfully entitled to such delivery, or his authorized agent, or the warehouseman shall obtain from such person a separate, written acknowledgment of the delivery.

SEC. 6. Except as permitted by law or by these regulations, a licensed warehouseman shall not deliver grain for which he has issued a negotiable receipt until the receipt has been returned to him; and shall not deliver grain for which he has issued a non-negotiable receipt until such receipt has been returned to him or he has obtained from the person lawfully entitled to such delivery, or his authorized agent, a written acknowledgment thereof.

Regulation 5. Duties of Licensed Warehousemen.

SECTION 1. *Paragraph 1.* Each licensed warehouseman, when so requested in writing as to any grain by the depositor thereof or lawful holder of the receipt covering such grain, shall keep such grain while in his custody as a licensed warehouseman insured, to the extent so requested, against loss or damage caused by fire, lightning, or tornado. Such insurance shall be covered by lawful policies issued by one or more insurance companies authorized to do business, and subject to service

of process in suits brought, in the State where the licensed warehouse is located. This section shall not be construed as preventing a licensed warehouseman from making and enforcing a rule to the effect that all grain while in his custody as a licensed warehouseman will be insured by him, in accordance with such rule.

Par. 2. Each licensed warehouseman shall keep exposed conspicuously in the place prescribed by regulation 2, section 7, and at such other place as the Chief of the Bureau of Markets may from time to time designate, a notice, in language approved for the purpose by the Chief of the Bureau of Markets, stating briefly the conditions under which the grain will be insured against loss or damage by fire, lightning, or tornado.

SEC. 2. Each licensed warehouseman shall, in accordance with his contracts with insurance and bonding companies for the purpose of meeting the insurance and bonding requirements of these regulations, pay such premiums, permit such reasonable inspections and examinations, and make such reasonable reports as may be provided for in such contracts.

SEC. 3. Each licensed warehouseman shall promptly take such steps as may be necessary and proper to collect any moneys which may become due under contracts of insurance entered into by him for the purpose of meeting the requirements of these regulations, and shall, as soon as collected, promptly pay to the persons concerned any portion of such moneys which they may be entitled to receive from him.

SEC. 4. Each licensed warehouseman shall provide a metal fireproof safe, a fireproof vault, or a fireproof compartment in which he shall keep, when not in actual use, all records, books, and papers pertaining to the licensed warehouse, except that with the written consent of the Chief of the Bureau of Markets, upon a showing by such warehouseman that it is not practical to provide such fireproof safe, vault, or compartment, he may keep

such records, books, and papers in some other place of safety, approved by the Chief of the Bureau of Markets.

SEC. 5. A licensed warehouseman shall not make any unreasonable or exorbitant charge for services rendered. Before making any change in his schedule of charges he shall file with the Chief of the Bureau of Markets a statement in writing showing the proposed change and the reasons therefor. Each licensed warehouseman shall keep exposed conspicuously in the place prescribed by regulation 2, section 7, and at such other place, accessible to the public, as the Chief of the Bureau of Markets may from time to time designate, a copy of his current schedule of charges.

SEC. 6. *Paragraph 1.* Each licensed warehouse shall be kept open for the purpose of receiving grain for storage and delivering grain out of storage every business day for a period of not less than six hours between the hours of 8 a. m. and 6 p. m., except as provided in paragraph 2 of this section. The licensed warehouseman shall keep conspicuously posted on the door of the public entrance to his office and to his licensed warehouse a notice showing the hours during which the warehouse will be kept open, except when such warehouse is kept open continuously from 8 a. m. to 6 p. m.

Par. 2. In case the licensed warehouse is not to be kept open as required by paragraph 1 of this section, the notice posted as prescribed in that paragraph shall state the period during which the warehouse is to be closed and the name of an accessible person, with the address where he is to be found, who shall be authorized to deliver grain stored in such warehouse, upon lawful demand by the depositor thereof or the holder of the receipt therefor, as the case may be.

SEC. 7. Each licensed warehouseman shall use for his licensed warehouse a system of accounts, approved for the purpose by the Chief of the Bureau of Markets, which shall show for each lot of grain received, its

weight, its grade when its grade is required to be, or is, ascertained, its location, the dates received for and delivered out of storage, the receipts issued and canceled, and a separate record for each depositor of his grain, and such accounts shall include a detailed record of all moneys received and disbursed and of all insurance policies taken out and canceled.

SEC. 8. Each licensed warehouseman shall, from time to time, when requested by the Chief of the Bureau of Markets, make such reports, on forms furnished for the purpose by the Bureau of Markets, concerning the condition, contents, operations, and business of the warehouse as the Chief of the Bureau of Markets may require.

SEC. 9. Each licensed warehouseman shall keep on file, as a part of the records of the licensed warehouse, for such period as may be prescribed by the Chief of the Bureau of Markets for each kind of report, an exact copy of each such report submitted by such warehouseman under this regulation.

SEC. 10. Each licensed warehouseman shall permit any officer or agent of the Department of Agriculture, authorized by the Secretary for the purpose, to enter and inspect or examine, on any business day during the usual hours of business, any licensed warehouse for the conduct of which such warehouseman holds a license, the office thereof, the books, records, papers, and accounts relating thereto, and the contents thereof, and such licensed warehouseman shall furnish such officer or agent the assistance necessary to enable him to make any inspection or examination under this section.

SEC. 11. Each licensed warehouseman shall at all times, including any period of suspension of his license, exercise such care in regard to grain in his custody as a reasonably careful owner would exercise under the same circumstances and conditions.

SEC. 12. If, at any time, a licensed warehouseman shall handle or store grain otherwise than as a licensed

warehouseman, or shall handle or store any other commodity, he shall so protect the same, and otherwise exercise care with respect to it, as not to endanger the grain in his custody as a licensed warehouseman or his ability to meet his obligations and perform his duties under the Act and these regulations.

SEC. 13. If at any time a licensed warehouseman shall store grain in his licensed warehouse in excess of the capacity thereof determined in accordance with paragraph 1 of section 2 of regulation 3, such warehouseman shall immediately notify the Chief of the Bureau of Markets of such excess storage and the location thereof.

SEC. 14. Except as may be required by law or these regulations, a licensed warehouseman shall not remove any grain for storage from the licensed warehouse, or a part thereof, in which it may be specially binned or stored for insurance purposes, without first obtaining the consent in writing of the holder of the receipt, and indorsing on such receipt the fact of such removal.

SEC. 15. Each licensed warehouseman shall accept all grain for storage and shall deliver out of storage all bulk grain, other than specially binned grain, in accordance with the grades and weights of such grain as determined by a person duly licensed to inspect and grade and weigh such grain and to certificate the grade and weight thereof under the Act and these regulations; or if an appeal from the determinations of an inspector has been taken, such grade shall be stated as provided in paragraph 3 of section 1 of regulation 4.

SEC. 16. Upon the acceptance by a licensed warehouseman, for storage in his licensed warehouse, of any lot of grain the identity of which is to be preserved, he shall store, or cause to be stored, such grain in an individual bin or compartment designated by numbers, letters, or other clearly distinguishable words or signs, permanently and securely affixed thereto, or shall so mark the container or containers of such grain or so

place the grain in the warehouse that its identity will not be lost during the storage period.

SEC. 17. Except as may be provided by law or these regulations, each licensed warehouseman, (a) upon proper presentation of a receipt for any bulk, other than specially binned, grain, and which grain has not at the request of the depositor or lawful holder of the receipt covering such grain or otherwise as permitted by law or these regulations been dried or otherwise conditioned by such licensed warehouseman, and upon payment or tender of all advances and legal charges, shall deliver to such depositor or lawful holder of such receipt, grain of the grade and quantity named in such receipt, and (b) upon proper presentation of a receipt for any grain stored in accordance with section 16 of this regulation, and upon payment or tender of all advances and legal charges, shall deliver to the person lawfully entitled thereto, the identical grain so stored in his licensed warehouse.

SEC. 18. Each licensed warehouseman whose licensed warehouse is equipped with machinery suitable for the purpose, shall clean all grain received for storage in such licensed warehouse, on which the depositor or lawful holder of the receipt covering such grain has set dockage for cleaning and made request therefor.

SEC. 19. *Paragraph 1.* If the condition of any grain is such that it probably will affect the condition of other grain in the licensed warehouse, the licensed warehouseman shall not receive such grain for storage or store such grain in his licensed warehouse, except that such warehouseman may, if the warehouse is constructed or equipped for the purpose, receive such grain for storage and store such grain in the warehouse in such manner as will not lower the grade of other grain.

Par. 2. In case the licensed warehouseman or the Chief of the Bureau of Markets shall find that storage of grain in direct contact with any part of the structure of a licensed warehouse results, or is likely to result, in

damage to the grain, the licensed warehouseman shall not store grain in such part of the warehouse except in such manner and by the use of such material as will keep the grain in the same condition as when stored.

SEC. 20. In case the licensed warehouseman considers that any portion of the grain in his licensed warehouse is out of condition, or becoming so, he shall direct the licensed inspector to examine the grain in question and, if such licensed inspector finds such grain to be out of condition or becoming so and he is of the opinion that by re-elevating, screening, blowing, cooling, or drying such grain it can be brought back into condition or that further deterioration can be prevented, such licensed warehouseman with the approval of the licensed inspector shall, to the extent to which the licensed warehouse is equipped with machinery suitable for the purpose, subject the grain to any or all of the above-mentioned processes. In case such licensed warehouse is not equipped with machinery suitable for so reconditioning grain, the licensed warehouseman, with the approval of the licensed inspector, may transfer such grain to another warehouse or elevator suitable for the storage of such grain and equipped with machinery suitable for reconditioning such grain. In case the grain is handled as provided in this section, the licensed warehouseman shall give notice of the fact in accordance with section 21 of this regulation.

SEC. 21. *Paragraph 1.* If the licensed warehouseman shall determine that the further deterioration of any grain can not be prevented by reconditioning or after treating it in accordance with section 20 of this regulation, it is still out of condition, the licensed warehouseman, with the approval of the licensed inspector, shall give immediate notice of the fact, in accordance with paragraphs 2 and 3 of this section.

Par. 2. Such notice shall state (a) the warehouse in which the grain is stored, (b) the quantity, kind, and

grade of the grain at the time the notice is given, (c) the actual condition of the grain as nearly as can be ascertained, and the reason, if known, for such condition, (d) the oldest outstanding receipts covering the amount of grain out of condition, other than sacked or specially binned grain, upon which the grain will be delivered, giving the number and date of each such receipt and the quantity, the kind, and grade of the grain as stated in such receipts, (e) or the outstanding receipts covering sacked or specially binned grain, giving the number and date of each such receipt and the designation of the container or location of such grain, as stated in the receipt therefor, and (f) that such grain will be delivered upon the return and cancellation of the receipts therefor.

Par. 3. A copy of such notice shall be delivered in person or shall be sent by mail (a) to the persons holding the receipts mentioned in subdivisions (d) and (e) of paragraph 2 of this section, (b) to any other person, including the persons mentioned in paragraph 4 of this section, known by the licensed warehouseman to be interested in the grain, (c) to the grain exchange, board of trade, or chamber of commerce, if any, in the city or town in or nearest to which the licensed warehouse is located, and (d) to the Chief of the Bureau of Markets. If the holders of the receipts and the owners of the grain are known to the licensed warehouseman and can not, in the regular course of the mails, be reached within 12 hours, the licensed warehouseman shall, whether or not requested so to do in accordance with paragraph 4 of this section, also send a telegram of advice to them at their expense.

Public notice shall also be given by posting a copy of such notice at the place mentioned in section 7 of regulation 2 and by inserting a copy of such notice in a daily newspaper, if any, published in the city or town in or nearest to which the licensed warehouse is located.

Par. 4. Any person, interested in any grain or the receipt covering such grain stored in a licensed warehouse, may, in writing, notify the licensed warehouseman, conducting such licensed warehouse, of the fact of his interest and such licensed warehouseman shall keep a record of the fact. If such person request, in writing, that he be notified regarding the condition of any such grain and agree to pay the cost of any telegraph or telephone toll charge, such licensed warehouseman shall notify such person, in accordance with such request.

Par. 5. Nothing contained in this section shall be construed as relieving the licensed warehouseman from properly caring for any grain after publication of its condition in accordance with this section.

SEC. 22. If the grain, advertised in accordance with the requirements of section 21 of this regulation, has not been removed from storage by the owner thereof within 10 days from the date of notice of its being out of condition, the licensed warehouseman in whose licensed warehouse such grain is stored may sell the same at public auction at the expense and for the account of the owner after giving 10 days' notice in the manner specified in paragraph 3 of section 21 of this regulation.

SEC. 23. If there be a Federal or State statute or valid regulation thereunder in conflict with any of the provisions of this regulation, the licensed warehouseman shall comply with such statute or regulation so far as such statute or regulation is in conflict with this regulation, and such compliance shall be deemed to be a compliance with the provisions of this regulation to the extent of the conflict.

SEC. 24. Each licensed warehouseman shall faithfully perform his obligations as a warehouseman under the laws of the State in which he is conducting his licensed warehouse and such additional obligations as a warehouseman as may be assumed by him under contracts with the respective depositors of grain in such warehouse.

Regulation 6. Fees.

SECTION 1. There shall be charged, assessed, and collected a fee of \$2 for each warehouseman's license, and \$1 for each renewal or extension of such license.

SEC. 2. There shall be charged, assessed, and collected for each original examination or inspection of a warehouse under the Act, when such examination or inspection is made upon application of a warehouseman, a fee at the rate of \$1 for each 10,000 bushels of the grain storage capacity, or fraction thereof, determined in accordance with paragraph 1 of section 2 of regulation 3, but in no case less than \$5 nor more than \$50, and, for each reexamination or reinspection applied for by such warehouseman, a fee, based on the extent of the reexamination or reinspection, proportioned to, but not greater than, that prescribed for the original examination or inspection.

SEC. 3. Before any warehouseman's license or renewal or extension thereof is granted, or an original examination or inspection, applied for by a warehouseman, is made, pursuant to these regulations, the warehouseman shall deposit with the chief of the Bureau of Markets the amount of the fee prescribed therefor. Before any reexamination or reinspection, applied for by a warehouseman, is made pursuant to these regulations, the warehouseman shall deposit with the Chief of the Bureau of Markets the amount of the fee prescribed for an original examination or inspection. Such deposit shall be made in the form of a check, certified if required by the Chief of the Bureau of Markets, or post-office or express money order payable to the order of "Disbursing Clerk, Department of Agriculture."

SEC. 4. The Disbursing Clerk of the United States Department of Agriculture shall hold in his custody each advance deposit made under this regulation until the fee, if any, is assessed and he is furnished by the Bureau of Markets with a statement showing the amount thereof and against whom assessed. Any part

of such advance deposit which is not required for the payment of any fee assessed shall be returned to the party depositing the same.

Regulation 7. Licensed Inspectors and Licensed Weighers.

SECTION 1. *Paragraph 1.* Applications for licenses to inspect and grade or to weigh grain under section 11 of the Act shall be made to the Chief of the Bureau of Markets on forms furnished for the purpose by him.

Par. 2. Each such application shall be in English and shall be signed by the applicant.

Par. 3. Each such application shall contain or be accompanied by a statement from the warehouseman conducting a warehouse or warehouses licensed, or for which application for license has been made under the Act in which grain sought to be inspected and graded under such license is or may be stored, showing whether or not the applicant is competent and is acceptable to such warehouseman for the purpose.

Par. 4. Each applicant for a license as an inspector must have had at least one year's experience as an inspector, or the equivalent of such experience, in the actual determination of the grade of grain of the kind for which a license is sought, and shall furnish satisfactory evidence that he will be provided with such means or facilities for inspecting and grading grain as the Chief of the Bureau of Markets shall deem necessary for use in the locality in which the applicant expects to perform services as a licensed inspector.

Par. 5. In lieu of compliance with the requirements of paragraphs 1, 2, 3, and 4 of this section, each license applied for, as an inspector as to any grain for which he holds an unsuspended, unrevoked, and uncanceled license under the grain standards Act, will be granted whenever such applicant furnishes satisfactory evidence that he holds such a license as to such grain under the grain standards Act and regulations thereunder, to inspect and grade such grain and to certificate the grade

thereof for shipment or delivery for shipment in interstate or foreign commerce.

Par. 6. Each application for a license as a weigher shall contain or be accompanied by a statement of the nature and extent of the weighing done by the applicant and the length of time during which he has weighed grain, a description of the scales he expects to use as a licensed weigher, and a statement showing how often the scales will be tested and by whom.

Par. 7. A single application may be made by any person for a license as both inspector and weigher upon complying with the requirements of this section.

SEC. 2. Each applicant for license as an inspector or weigher and each licensed inspector or licensed weigher shall, whenever requested by an authorized agent of the Department of Agriculture designated by the Chief of the Bureau of Markets for the purpose, submit to an examination or test to show his ability properly to inspect and grade or to weigh grain, as the case may be.

SEC. 3. Each licensed inspector or licensed weigher shall keep his license conspicuously posted in a place designated for the purpose by the Chief of the Bureau of Markets.

SEC. 4. Each licensed inspector and each licensed weigher whose license remains in effect shall, without discrimination, as soon as practicable, and upon reasonable terms, inspect and grade or weigh and certificate the grade or weight of grain, stored or to be stored in a licensed warehouse, for which he holds a license, if such grain be offered to him under such conditions as permit proper inspection and weighing and the determination of the grade or weight thereof, as the case may be. No licensed inspector shall issue a certificate of grade for any grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain. No inspection certificate or weight certificate shall be issued under the Act for grain not stored or to be stored in a licensed warehouse.

SEC. 5. *Paragraph 1.* Except as provided in paragraph 2 of this section, each inspection certificate issued under the Act by a licensed inspector shall be in a form approved for the purpose by the Chief of the Bureau of Markets, and shall embody within its written or printed terms: (a) The caption "United States warehouse Act, Grain Inspection Certificate," (b) whether it is an original, a duplicate, or other copy, (c) the name and location of the licensed warehouse in which the grain is or is to be stored, (d) the date of the certificate, (e) the name of the city or town in which the license of the licensed inspector is posted, (f) the consecutive number of the certificate, (g) the approximate amount of grain covered by the certificate, stated either in bushels or by weight, (h) the kind of grain covered by the certificate, (i) the grade of the grain, as determined by such licensed inspector, in accordance with regulation 8, and, in the case of grain for which no official grain standards of the United States are in effect, the standard or description in accordance with which such grain is graded, (j) that the certificate is issued by a licensed inspector under the United States warehouse Act and the regulations thereunder, (k) a statement conspicuously placed to the effect that the certificate is not valid for the purposes of the grain standards Act, and (l) the signature of the licensed inspector who inspected and graded the grain. In addition the inspection certificate may include any other matter not inconsistent with the Act or these regulations.

Par. 2. In lieu of the inspection certificate provided for in paragraph 1 of this section, each licensed inspector, whose license remains in effect and as to any grain for which he also holds an unsuspended, unrevoked, and uncanceled license under the grain standards Act and regulations thereunder to inspect and grade such grain and to certificate the grade thereof for shipment or delivery for shipment in interstate or foreign commerce, shall, unless otherwise requested as to any such

grain by the owner or depositor thereof, issue a certificate of grade covering such grain in accordance with the grain standards Act and regulations thereunder. Such grain shall be deemed to be inspected and graded and such certificate of grade shall be deemed to be an inspection certificate for the purposes of the Act and these regulations.

SEC. 6. Each licensed inspector shall, as soon as possible after grading any grain and not later than the close of business on the next following business day, make accessible to the parties interested in a transaction in which the grain is involved at the place mentioned in section 3 of this regulation a true copy of the inspection certificate issued by him for such grain, or a record of each lot or parcel of grain inspected and graded by such licensed inspector showing the information contained on such inspection certificate.

SEC. 7. Each weight certificate issued under the Act by a licensed weigher shall be in a form approved for the purpose by the Chief of the Bureau of Markets, and shall embody within its written or printed terms: (a) the caption "United States warehouse Act, Grain Weight Certificate," (b) whether it is an original, a duplicate, or other copy, (c) the name and location of the licensed warehouse in which the grain is or is to be stored, (d) the date of the certificate, (e) the net weight, including dockage, of the grain, as ascertained by the use of weighing apparatus approved for the purpose by the Chief of the Bureau of Markets, (f) that the certificate is issued by a licensed weigher, under the United States warehouse Act and the regulations thereunder, and (g) the signature of such licensed weigher. In addition, the weight certificate may include any other matter not inconsistent with the Act or these regulations.

SEC. 8. The grade and weight of any grain, ascertained by a licensed inspector and a licensed weigher, may be stated on a certificate meeting the combined requirements of paragraph 1 of section 5 and of section

6 of this regulation, if the form of such certificate shall have been approved for the purpose by the Chief of the Bureau of Markets.

SEC. 9. Each licensed inspector and each licensed weigher shall keep for a period of one year in a place accessible to interested persons a copy of each certificate issued by him under these regulations.

SEC. 10. Each licensed inspector and each licensed weigher shall permit any officer or agent of the Department of Agriculture, authorized by the Chief of the Bureau of Markets for the purpose, to inspect or examine, on any business day during the usual hours of business, his books, papers, records, and accounts relating to the performance of his duties under the Act and these regulations, and shall, with the consent of the licensed warehouseman concerned, assist any such officer or agent in the inspection or examination mentioned in section 10 of regulation 5 as far as any such inspection or examination relates to the performance of the duties of such licensed inspector or licensed weigher under the Act and these regulations.

SEC. 11. Each licensed inspector and each licensed weigher shall, from time to time, when requested by the Chief of the Bureau of Markets, make reports, on form furnished for the purpose by the Bureau of Markets, bearing upon his activities as such licensed inspector or licensed weigher.

SEC. 12. Pending investigation the Secretary may, whenever he deems necessary, suspend the license of a licensed inspector or licensed weigher temporarily without hearing. Upon a written request and a satisfactory statement of reasons therefor, submitted by the licensed inspector or licensed weigher, the Secretary may, without hearing, suspend or cancel the license issued to such licensed inspector or licensed weigher. Before the license of any licensed inspector or licensed weigher is suspended or revoked, pursuant to section 12 of the Act, such licensed inspector or licensed weigher shall

be furnished by the Secretary, or by an official of the Department of Agriculture designated for the purpose, a written statement specifying the charges and shall be allowed a reasonable time within which he may answer the same in writing and apply for a hearing, an opportunity for which shall be afforded in accordance with regulations 10, section 4.

SEC. 13. In case a license issued to a licensed inspector or licensed weigher is suspended, revoked, or canceled by the Secretary, such license shall be returned to the Secretary. At the expiration of any period of suspension of such license, unless in the meantime it be revoked or canceled, the dates of the beginning and termination of the suspension shall be indorsed thereon, it shall be returned to the licensed inspector or licensed weigher to whom it was originally issued and it shall be posted as prescribed in section 3 of this regulation.

SEC. 14. Upon satisfactory proof of the loss or destruction of a license issued to a licensed inspector or licensed weigher, a duplicate thereof may be issued under the same or a new number, in the discretion of the Secretary.

SEC. 15. No person shall in any way represent himself to be an inspector or weigher licensed under the Act unless he holds an unsuspended, unrevoked, and uncanceled license issued under the Act.

Regulation 8. Grain Grading.

SECTION 1. Whenever the grade of grain is required to be, or is, stated for the purpose of the Act or these regulations, it shall be stated in accordance with this regulation.

SEC. 2. The official grain standards of the United States are hereby adopted as the official grain standards for the purposes of the Act and these regulations.

SEC. 3. The grade of grain, for which no official grain standards of the United States are in effect, shall be stated (a) in accordance with the State standards, if

any, established in the State in which the warehouse is located, (b) in the absence of any State standards, in accordance with the standards, if any, recognized by the local board of trade, chamber of commerce, or by the grain trade generally in the locality in which the warehouse is located, subject to the approval of the Chief of the Bureau of Markets, or (c) in the absence of any or all of the standards mentioned in subdivisions (a) and (b) of this section, in accordance with any standards approved for the purpose by the Chief of the Bureau of Markets.

SEC. 4. Whenever the grade of grain is required to be, or is, stated for the purposes of the Act or these regulations, it shall be based upon a correct and representative sample of the grain and the inspection and grading thereof shall be made under conditions which permit the determination of its true grade.

Regulation 9. Grain Appeals.

SECTION 1. In case a question arises as to the true grade of grain, stored or to be stored in a licensed warehouse, for which official grain standards of the United States are in effect and for which a grain inspection certificate has been issued in accordance with regulation 7, section 5, any interested party may take an appeal for the determination of the true grade of such grain.

SEC. 2. In order to take such an appeal a complaint in writing in accordance with section 3 of this regulation shall be filed, in the office of Federal Grain Supervision in the district in which the inspection appealed from was made, not later than the close of business on the second business day following the date the grading was performed as shown by the record required by section 6 of regulation 7.

SEC. 3. Such complaint shall be in English and shall state (a) the name and post-office address of the complainant, (b) the names and post-office addresses of all

other parties interested in the grain involved, or if no other parties are named, why not, (c) the name and location of the licensed warehouse in which the grain is or is to be stored, (d) the identification, if the identity has been preserved, and the location of the grain at the time of taking the appeal, (e) if samples have been agreed upon and are submitted in accordance with paragraph 2 of section 7 of this regulation, a statement thereof, and (f) such other information as may be required by the office of Federal Grain Supervision in which such complaint is filed or by the Chief of the Bureau of Markets. Such complaint shall be signed by the complainant and may be signed by any one or more or all of the parties interested in such appeal. An appeal taken in conformity with the grain standards Act and regulations thereunder shall be deemed to be an appeal for the purposes of this regulation.

SEC. 4. In case a complaint is filed under this regulation by a person purporting to act in behalf of another person, the grain supervisor in charge of the office of Federal Grain Supervision in which such complaint is filed or the Chief of the Bureau of Markets, may, if he consider necessary, require proof of the authority of such person to file the complaint.

SEC. 5. The complainant shall file or cause to be filed in the office of Federal Grain Supervision mentioned in section 2 of this regulation with the complaint or before the issuance of the grade memorandum in the appeal, the inspection certificate for the grain involved issued by the licensed inspector from whose inspection the appeal is taken together with the receipt, if any, covering such grain. If such inspection certificate be in the custody or control of the licensed inspector, he shall, upon request, immediately transmit or deliver it to said office.

SEC. 6. Upon a showing of the discovery of fraud or other good cause for an extension of time, the grain supervisor in charge of the office mentioned in section 2 of this regulation may permit the filing of a complaint

or sample after the time prescribed therefor in these regulations, and a statement of such showing shall be included in the record of such appeal by the official making the same.

SEC. 7. *Paragraph 1.* No appeal taken under this regulation shall be determined except upon the basis of a representative sample or samples of the grain involved.

Par. 2. The complainant may submit representative samples of the grain involved which have been agreed upon by the licensed warehouseman in whose warehouse the grain is or is to be stored and the interested parties, other than such warehouseman, or have been drawn by a disinterested person selected for the purpose by the warehouseman and such parties.

Par. 3. If samples which have been submitted pursuant to paragraph 2 of this section be deemed unsatisfactory, or if such samples be not submitted, a representative sample or samples of the grain involved shall be drawn by a person authorized for the purpose by the Chief of the Bureau of Markets or the grain supervisor in charge of the office of Federal Grain Supervision in which the appeal is heard; and the complainant or the licensed warehouseman shall have the grain made accessible and placed under such conditions as to permit the taking of a representative sample.

SEC. 8. Samples of grain involved in an appeal shall be delivered in person or transmitted by express or parcel post to the office of Federal Grain Supervision in which the appeal is filed.

SEC. 9. For the purposes of an appeal under this regulation no sample shall be deemed to be representative unless it comply with the following requirements:

Paragraph 1. It shall be at least 2 quarts in size, of which at least $1\frac{1}{8}$ pints shall be inclosed in a clean, airtight container and the remainder, if any, in a clean cloth sack.

Par. 2. In case of grain in an elevator or warehouse, or in any other case not covered in this section, samples

shall be taken from as many different portions of the lot or parcel, in accordance with the instructions of the Chief of the Bureau of Markets or the grain supervisor in charge of the office mentioned in section 2 of this regulation, as will show an average of the lot or parcel.

Par. 3. The grain taken from the different portions of a lot or parcel shall be thoroughly mixed, and such mixture, or a typical portion thereof, otherwise complying with this regulation, shall constitute a sample of the entire lot or parcel.

Par. 4. In case any portion of a lot or parcel of grain is sour, musty, excessively wet, heating, hot, fire burnt, infested with live weevils or other insects injurious to stored grain, or otherwise of distinctly low quality, separate samples otherwise complying with this regulation shall be taken, respectively, from such portion and from the remaining portion. There shall be filed with such samples a statement showing the estimated quantity of each portion of the grain from which each such sample was taken.

Par. 5. In case it shall appear that a lot or parcel of grain has been so loaded or handled as intentionally to conceal evidently inferior grain, a sample of such inferior grain, otherwise complying with this regulation, shall constitute a sample of the entire lot or parcel.

SEC. 10. The grain supervisor in charge of an office of Federal Grain Supervision in which an appeal is filed may dismiss such appeal, without its determination, (a) upon request of the complainant, (b) if it be found that the appeal was not taken in good faith, (c) for noncompliance with this regulation, or (d) because sufficient evidence is not available upon which to determine the true grade of the grain.

SEC. 11. The sample or samples of the grain involved in an appeal, complying with this regulation, shall be examined as soon as possible, such tests shall be applied as are necessary, and except as provided in section 10 of this regulation, a grade certificate shall be issued by the

grain supervisor hearing the appeal, showing the grade assigned by him to such grain. Such grade certificate shall supersede the inspection certificate for the grain involved. Immediately upon the issuance of a grade certificate under this section, the original thereof, together with any receipt covering such grain filed in the appeal, shall be sent to the licensed warehouseman concerned and a copy shall be sent to the licensed inspector and to each other person shown by the record of the appeal to be interested therein.

SEC. 12. *Paragraph 1.* The minimum fee in an appeal shall be 50 cents if it involve the grade of grain in a wagon or in a sack. In any other appeal the minimum fee shall be \$3.

When the total fee in any appeal at the rates specified below in this paragraph would amount to more than the minimum, the fee in the appeal shall be fixed as follows:

For bulk grain in carload lots, \$3 per car;

For bulk grain in wagon lots, 25 cents per wagon;

For bulk grain other than in carload or wagon lots, \$3 per 2,000 bushels or fraction thereof, not to exceed \$50 for any one inspection lot or parcel;

For sacked grain other than in wagon lots, 1 cent per sack.

Par. 2. Such further charges may be made for transmission of communications, for telegraph and telephone toll charges, and for drawing and submitting samples required by this regulation, including such traveling expenses, if any, incurred in accordance with the fiscal regulations of the Department of Agriculture as the Chief of the Bureau of Markets may deem proper.

Par. 3. The fees and expenses fixed in accordance with this section shall be assessed against the complainant.

SEC. 13. *Paragraph 1.* If required by the grain supervisor in charge of the office of Federal Grain Supervision in which the complaint is filed or by the Chief of the Bureau of Markets, the complainant shall make an ad-

vance deposit to cover the expenses payable by him under section 12 of this regulation. Such deposit shall be in an amount fixed by such grain supervisor or the Chief of the Bureau of Markets and shall be in the form of a check certified if required by the Chief of the Bureau of Markets or a post-office or express money order payable to the order of "Disbursing Clerk, Department of Agriculture." Additional sums may be required by the official hearing the appeal when deemed necessary by him as advance deposits. In case an appeal be sustained, the amount of the fee assessed under paragraph 1 of section 12 of this regulation shall be refunded. As soon as possible after the determination of an appeal in connection with which any such advance deposit shall have been made, the Chief of the Bureau of Markets shall furnish the Disbursing Clerk of the Department of Agriculture with a statement of all fees and expenses chargeable with such advance deposits. Thereupon the Disbursing Clerk shall return to the person making the advance deposit as much thereof as shall not be required for the payment of such expenses.

Par. 2. All fees not covered by advance deposits shall be payable immediately upon service of a copy of the grade certificate of the grain supervisor and shall be paid by check certified if required by the Chief of the Bureau of Markets, or post-office or express money order drawn to the order of "Disbursing Clerk, Department of Agriculture," or in cash to the Disbursing Clerk.

Par. 3. In case an appeal is not sustained, all sums assessed as fees and expenses against such advance deposits and all sums collected and received by the Disbursing Clerk in payment of such fees and expenses shall be deposited and covered into the Treasury of the United States as miscellaneous receipts.

SEC. 14. Samples of grain submitted in appeals under this regulation, or such portions thereof as have not been used in determining the grade, and the containers of such samples may, after the expiration of one month, be

used for the purposes of the Department of Agriculture, or disposed of in accordance with the property regulations of the Department of Agriculture and the proceeds, if any, covered into the Treasury of the United States as miscellaneous receipts, or may, at any time, in the discretion of the Chief of the Bureau of Markets, be returned to the party by whom they were filed, or his agent, at his expense.

SEC. 15. No rule, regulation, by-law, or custom of any market, board of trade, chamber of commerce, exchange, inspection department, or similar organization, nor any contract, agreement, or understanding, shall be ground for refusing to hear and determine any appeal taken under this regulation.

SEC. 16. No person, licensed under the Act, shall, directly or indirectly by any means whatsoever, deter or prevent or attempt to deter or prevent any party from taking an appeal under this regulation.

Regulation 10. Miscellaneous.

SECTION 1. Every person applying for a license, or licensed, under section 9 of the Act shall, as such, be subject to all portions of these regulations as far as they may relate to warehousemen.

SEC. 2. Publications under the Act and these regulations shall be made in service and regulatory announcements of the Bureau of Markets, and such other media as the Chief of that Bureau may from time to time designate for the purpose.

SEC. 3. Every person licensed under the Act shall immediately furnish the Chief of the Bureau of Markets any information which comes to the knowledge of such person tending to show that any provision of the Act or these regulations has been violated.

SEC. 4. For the purpose of a hearing under the Act or these regulations, except regulation 9, the licensee involved shall be allowed a reasonable time, fixed by

the Secretary or by an official of the Department of Agriculture designated by him for the purpose, within which affidavits and other proper evidence may be submitted. If requested by the licensee within such time, an oral hearing, of which reasonable notice shall be given, shall be held before, and at a time and place fixed by, the Secretary or an official of the Department of Agriculture designated by him for the purpose. The testimony of the witnesses at such oral hearing shall be upon oath or affirmation administered by the official before whom the hearing is held, when required by him. Such oral hearing may be adjourned by him from time to time. After reasonable notice to all parties concerned, the deposition of any witness may be taken at a time and place and before a person designated for the purpose by the Secretary or an official of the Department of Agriculture authorized by the Secretary. Copies of all papers and all the evidence submitted or considered in such hearing shall be made a part of the records of the Department of Agriculture. The records and, when there has been an oral hearing other than by the Secretary, the recommendation of the official holding such oral hearing shall be transmitted to the Secretary for his consideration. Each party shall pay all expenses contracted by him in connection with any hearing under this section.

SEC. 5. Nothing in these regulations shall be construed to conflict with, or to authorize any conflict with, or in any way to impair or limit the effect or operation of, the laws of any State relating to warehouses, warehousemen, weighers, or inspectors, nor shall these regulations be construed so as to limit the operation of any statute of the United States relating to warehouses, warehousemen, weighers, or inspectors, now in force in the District of Columbia or in any Territory or other place under the exclusive jurisdiction of the United States.

SEC. 6. Any amendment to these regulations, unless otherwise stated therein, shall apply in the same manner

to persons holding licenses at the time it becomes effective as it applies to persons thereafter licensed under the Act.

UNITED STATES WAREHOUSE ACT.

(39 U. S. Stats. L., p. 486.)

That this Act shall be known by the short title of "United States warehouse Act."

SEC. 2. That the term "warehouse" as used in this Act shall be deemed to mean every building, structure, or other protected inclosure in which any agricultural product is or may be stored for interstate or foreign commerce, or, if located within any place under the exclusive jurisdiction of the United States, in which any agricultural product is or may be stored. The term "agricultural product" wherever used in this Act shall be deemed to mean cotton, wool, grains, tobacco, and flaxseed, or any of them. As used in this Act, "person" includes a corporation or partnership or two or more persons having a joint or common interest; "warehouseman" means a person lawfully engaged in the business of storing agricultural products; and "receipt" means a warehouse receipt.

SEC. 3. That the Secretary of Agriculture is authorized to investigate the storage, warehousing, classifying according to grade and otherwise, weighing, and certification of agricultural products; upon application to him by any person applying for license to conduct a warehouse under this Act, to inspect such warehouse or cause it to be inspected; at any time, with or without application to him, to inspect or cause to be inspected all warehouses licensed under this Act; to determine whether warehouses for which licenses are applied for or have been issued under this Act are suitable for the proper storage of any agricultural product or products; to classify warehouses licensed or applying for a license in accordance with their ownership, location, surroundings, capacity, conditions, and other qualities, and as to the kinds of licenses issued or that may be issued for them pursuant to this Act; and to prescribe within the limitations of this Act, the duties of the warehouseman conducting warehouses licensed under this Act with respect to their care of and responsibility for agricultural products stored therein.

SEC. 4. That the Secretary of Agriculture is authorized, upon application to him, to issue to any warehouseman a license for the conduct of a warehouse or warehouses in accordance with this Act and such rules and regulations as may be made hereunder: *Provided*, That each such warehouse be found suitable for the proper storage of the particular agricultural product or products for which a license is applied for, and that such warehouseman agree, as a condition to the granting of the license, to comply with and abide by all the terms of this Act and the rules and regulations prescribed hereunder.

SEC. 5. That each license issued under sections four and nine of this act shall be issued for a period not exceeding one year and shall specify the date upon which it is to terminate, and upon showing satisfactory to the Secretary of Agriculture may from time to time be renewed or extended by a written instrument, which shall specify the date of its termination.

SEC. 6. That each warehouseman applying for a license to conduct a warehouse in accordance with this Act shall, as a condition to the granting thereof, execute and file with the Secretary of Agriculture a good and sufficient bond other than personal security to the United States to secure the faithful per-

formance of his obligations as a warehouseman under the laws of the State, District, or Territory in which he is conducting such warehouse, as well as under the terms of this Act and the rules and regulations prescribed hereunder, and of such additional obligations as a warehouseman as may be assumed by him under contracts with the respective depositors of agricultural products in such warehouse. Said bond shall be in such form and amount, shall have such surety or sureties, subject to service of process in suits on the bond within the State, District, or Territory in which the warehouse is located, and shall contain such terms and conditions as the Secretary of Agriculture may prescribe to carry out the purposes of this Act, including the requirements of fire insurance. Whenever the Secretary of Agriculture shall determine that a bond approved by him is, or for any cause has become, insufficient, he may require an additional bond or bonds to be given by the warehouseman concerned, conforming with the requirements of this section, and unless the same be given within the time fixed by a written demand therefor the license of such warehouseman may be suspended or revoked.

SEC. 7. That any person injured by the breach of any obligation to secure which a bond is given, under the provisions of sections six or nine, shall be entitled to sue on the bond in his own name in any court of competent jurisdiction to recover the damages he may have sustained by such breach.

SEC. 8. That upon the filing with and approval by the Secretary of Agriculture of a bond, in compliance with this Act, for the conduct of a warehouse, such warehouse shall be designated as bonded hereunder; but no warehouse shall be designated as bonded under this Act, and no name or description conveying the impression that it is so bonded, shall be used, until a bond, such as provided for in section six, has been filed with and approved by the Secretary of Agriculture, nor unless the license issued under this Act for the conduct of such warehouse remains unsuspended and unrevoked.

SEC. 9. That the Secretary of Agriculture may, under such rules and regulations as he may prescribe, issue a license to any person not a warehouseman to accept the custody of agricultural products and to store the same in a warehouse or warehouses owned, operated, or leased by any State, upon condition that such person agree to comply with and abide by the terms of this Act and the rules and regulations prescribed hereunder. Each person so licensed shall issue receipts for the agricultural products placed in his custody, and shall give bond, in accordance with the provisions of this Act and the rules and regulations hereunder affecting warehousemen licensed under this Act, and shall otherwise be subject to this Act and such rules and regulations to the same extent as is provided for warehousemen licensed hereunder.

SEC. 10. That the Secretary of Agriculture shall charge, assess, and cause to be collected a reasonable fee for every examination or inspection of a warehouse under this Act when such examination or inspection is made upon application of a warehouseman, and a fee not exceeding \$2 per annum for each license or renewal thereof issued to a warehouseman under this Act. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts.

SEC. 11. That the Secretary of Agriculture may, upon presentation of satisfactory proof of competency, issue to any person a license to classify any agricultural product or products, stored or to be stored in a warehouse licensed under this Act, according to grade or otherwise and to certificate the grade or other class thereof, or to weigh the same and certificate the weight thereof, or both to classify and weigh the same and to certificate the grade or other class and the weight thereof, upon condition that such person agree to comply with and abide by the terms of this Act and of the rules and regulations prescribed hereunder so far as the same relate to him.

SEC. 12. That any license issued to any person to classify or to weigh any agricultural product or products under this Act may be suspended or revoked by the Secretary of Agriculture whenever he is satisfied, after opportunity afforded to the licensee concerned for a hearing, that such licensee has failed to classify or to weigh any agricultural product or products correctly, or has violated any of the provisions of this Act or of the rules and regulations prescribed hereunder, so far as the same may relate to him, or that he has used his license or allowed it to be used for any improper purpose whatsoever. Pending investigation, the Secretary of Agriculture, whenever he deems necessary, may suspend a license temporarily without hearing.

SEC. 13. That every warehouseman conducting a warehouse licensed under this Act shall receive for storage therein, so far as its capacity permits, any agricultural product of the kind customarily stored therein by him which may be tendered to him in a suitable condition for warehousing, in the usual manner in the ordinary and usual course of business, without making any discrimination between persons desiring to avail themselves of warehouse facilities.

SEC. 14. That any person who deposits agricultural products for storage in a warehouse licensed under this Act shall be deemed to have deposited the same subject to the terms of this Act and the rules and regulations prescribed hereunder.

SEC. 15. That grain, flaxseed, or any other fungible agricultural product stored for interstate or foreign commerce, or in any place under the exclusive jurisdiction of the United States, in a warehouse licensed under this act shall be inspected and graded by a person duly licensed to grade the same under this Act.

SEC. 16. That every warehouseman conducting a warehouse licensed under this Act shall keep the agricultural products therein of one depositor so far separate from agricultural products of other depositors, and from other agricultural products of the same depositor for which a separate receipt has been issued, as to permit at all times the identification and redelivery of the agricultural products deposited; but if authorized by agreement or by customs, a warehouseman may mingle fungible agricultural products with other agricultural products of the same kind and grade, and shall be severally liable to each depositor for the care and redelivery of his share of such mass, to the same extent and under the same circumstances as if the agricultural products had been kept separate, but he shall at no time while they are in his custody mix fungible agricultural products of different grades.

SEC. 17. That for all agricultural products stored for interstate or foreign commerce, or in any place under the exclusive jurisdiction of the United States, in a warehouse licensed under this Act original receipts shall be issued by the warehouseman conducting the same, but no receipts shall be issued except for agricultural products actually stored in the warehouse at the time of the issuance thereof.

SEC. 18. That every receipt issued for agricultural products stored in a warehouse licensed under this Act shall embody within its written or printed terms (a) the location of the warehouse in which the agricultural products are stored; (b) the date of issue of the receipt; (c) the consecutive number of the receipt; (d) a statement whether the agricultural products received will be delivered to the bearer, to a specified person, or to a specified person or his order; (e) the rate of storage charges; (f) a description of the agricultural products received, showing the quantity thereof, or, in case of agricultural products customarily put up in bales or packages, a description of such bales or packages by marks, numbers, or other means of identification and the weight of such bales or packages; (g) the grade or other class of the agricultural

products received and the standard or description in accordance with which such classification has been made: *Provided*, That such grade or other class shall be stated according to the official standard of the United States applicable to such agricultural products as the same may be fixed and promulgated under authority of law: *Provided further*, That until such official standards of the United States for any agricultural product or products have been fixed and promulgated, the grade or other class thereof may be stated in accordance with any recognized standard, or in accordance with such rules and regulations not inconsistent herewith as may be prescribed by the Secretary of Agriculture; (h) a statement that the receipt is issued subject to the United States warehouse Act and the rules and regulations prescribed thereunder; (i) if the receipt be issued for agricultural products of which the warehouseman is owner, either solely or jointly or in common with others, the fact of such ownership; (j) a statement of the amount of advances made and of liabilities incurred for which the warehouseman claims a lien: *Provided*, That if the precise amount of such advances made or of such liabilities incurred be at the time of the issue of the receipt unknown to the warehouseman or his agent who issues it, a statement of the fact that advances have been made or liabilities incurred and the purpose thereof shall be sufficient; (k) such other terms and conditions within the limitations of this Act as may be required by the Secretary of Agriculture; and (l) the signature of the warehouseman, which may be made by his authorized agent: *Provided*, That unless otherwise required by the law of the State in which the warehouse is located, when requested by the depositor of other than fungible agricultural products, a receipt omitting compliance with subdivision (g) of this section may be issued if it have plainly and conspicuously embodied in its written or printed terms a provision that such receipt is not negotiable.

SEC. 19. That the Secretary of Agriculture is authorized, from time to time, to establish and promulgate standards for agricultural products in this Act defined by which their quality or value may be judged or determined; *Provided*, That the standards for any agricultural products which have been, or which in future may be, established by or under authority of any other Act of Congress shall be, and are hereby, adopted for the purposes of this Act as the official standards of the United States for the agricultural products to which they relate.

SEC. 20. That while an original receipt issued under this Act is outstanding and uncanceled by the warehouseman issuing the same no other or further receipt shall be issued for the agricultural product covered thereby or for any part thereof, except that in the case of a lost or destroyed receipt a new receipt, upon the same terms and subject to the same conditions and bearing on its face the number and date of the receipt in lieu of which it is issued, may be issued upon compliance with the statutes of the United States applicable thereto in places under the exclusive jurisdiction of the United States or upon compliance with the laws of any State applicable thereto in any place not under the exclusive jurisdiction of the United States: *Provided*, That if there be in such case no statute of the United States or law of a State applicable thereto such new receipts may be issued upon the giving of satisfactory security in compliance with the rules and regulations made pursuant to this Act.

SEC. 21. That a warehouseman conducting a warehouse licensed under this Act, in the absence of some lawful excuse shall, without unnecessary delay, deliver the agricultural products stored therein upon a demand made either by the holder of a receipt for such agricultural products or by the depositor thereof if such demand be accompanied with (a) an offer to satisfy the warehouseman's lien; (b) an offer to surrender the receipt, if negotiable, with such indorsements as would be necessary for the negotiation of the receipt; and (c) a readiness

and willingness to sign, when the products are delivered, an acknowledgment that they have been delivered if such signature is requested by the warehouseman.

SEC. 22. That a warehouseman conducting a warehouse licensed under this Act shall plainly cancel upon the face thereof each receipt returned to him upon the delivery by him of the agricultural products for which the receipt was issued.

SEC. 23. That every warehouseman conducting a warehouse licensed under this Act shall keep in a place of safety complete and correct records of all agricultural products stored therein and withdrawn therefrom, of all warehouse receipts issued by him, and of the receipts returned to and canceled by him, shall make reports to the Secretary of Agriculture concerning such warehouse and the condition, contents, operation, and business thereof in such form and at such times as he may require, and shall conduct said warehouse in all other respects in compliance with this Act and the rules and regulations made hereunder.

SEC. 24. That the Secretary of Agriculture is authorized to cause examinations to be made of any agricultural product stored in any warehouse licensed under this Act. Whenever, after opportunity for hearing is given to the warehouseman conducting such warehouse, it is determined that he is not performing fully the duties imposed on him by this Act and the rules and regulations made hereunder, the Secretary may publish his findings.

SEC. 25. That the Secretary of Agriculture may, after opportunity for hearing has been afforded to the licensee concerned, suspend or revoke any license issued to any warehouseman conducting a warehouse under this Act, for any violation of or failure to comply with any provision of this Act or of the rules and regulations made hereunder or upon the ground that unreasonable or exorbitant charges have been made for services rendered. Pending investigation, the Secretary of Agriculture, whenever he deems necessary, may suspend a license temporarily without hearing.

SEC. 26. That the Secretary of Agriculture from time to time may publish the results of any investigations made under section three of this act; and he shall publish the names and locations of warehouses licensed and bonded and the names and addresses of persons licensed under this Act and lists of all licenses terminated under this Act and the causes therefor.

SEC. 27. That the Secretary of Agriculture is authorized through officials, employees, or agents of the Department of Agriculture designated by him to examine all books, records, papers, and accounts of warehouses licensed under this Act and of the warehousemen conducting such warehouses relating thereto.

SEC. 28. That the Secretary of Agriculture shall from time to time make such rules and regulations as he may deem necessary for the efficient execution of the provisions of this Act.

SEC. 29. That nothing in this Act shall be construed to conflict with, or to authorize any conflict with, or in any way to impair or limit the effect or operation of the laws of any State relating to warehouses, warehousemen, weighers, graders, or classifiers; but the Secretary of Agriculture is authorized to cooperate with such officials as are charged with the enforcement of such State laws in such States and through such cooperation to secure the enforcement of the provisions of this Act; nor shall this Act be construed so as to limit the operation of any statute of the United States relating to warehouses or warehousemen, weighers, graders, or classifiers now in force in the District of Columbia or in any Territory or other place under the exclusive jurisdiction of the United States.

SEC. 30. That every person who shall forge, alter, counterfeit, simulate, or falsely represent, or shall without proper authority use, any license issued by the Secretary of Agriculture under this Act, or who shall violate or fail to comply with any provisions of section eight of this Act, or who shall issue or utter a false or fraudulent receipt or certificate, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not more than \$500 or imprisoned not more than six months, or both, in the discretion of the court.

SEC. 31. That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$50,000, available until expended, for the expenses of carrying into effect the provisions of this Act, including the payment of such rent and the employment of such persons and means as the Secretary of Agriculture may deem necessary in the city of Washington and elsewhere, and he is authorized, in his discretion, to employ qualified persons not regularly in the service of the United States for temporary assistance in carrying out the purposes of this Act, and out of the moneys appropriated by this act to pay the salaries and expenses thereof.

SEC. 32. That if any clause, sentence, paragraph, or part of this Act shall, for any reason, be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, or part thereof directly involved in the controversy in which such judgment shall have been rendered.

SEC. 33. That the right to amend, alter, or repeal this Act is hereby expressly reserved.

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Issued June 26, 1919.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF MARKETS
CHARLES J. BRAND, CHIEF

SERVICE AND REGULATORY ANNOUNCEMENTS
No. 54¹

HOW HARD RED WINTER WHEAT IS GRADING
UNDER FEDERAL STANDARDS

BY JOHN F. WILMETH

The purpose of this announcement is to show in a brief way the results of the grading of Hard Red Winter wheat by licensed grain inspectors under the Federal grades and the factors in the standards which have determined the grades assigned to this wheat.

¹ Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 49, and 52.

In addition to fixing the grades for wheat, the Department of Agriculture is charged under the United States grain standards Act with the issuing of licenses to inspectors who grade grain under the standards and also with supervising the work of the inspectors. In enforcing the provisions of the Act, the Government's direct authority reaches only shipments of grain in interstate commerce—grain moving by grade from one state to or through another—or to foreign countries. The grain standards Act requires the use of the Federal grades only in connection with interstate shipments, but these grades have been adopted in practically all states for the grading of locally handled wheat. After the grades are established and put into effect, the function of the Department of Agriculture is to require these *interstate* shipments to be inspected by one of these licensed inspectors, if the shipment is made by grade from or to a point where there is an inspector, and then to see that the inspector does his work properly. The Department does not allow the inspector to continue to inspect if he is found to be incompetent. If he is employed by any elevator or mill, or has any connection with the buying or selling of grain, he cannot receive a license, and if he does not do satisfactory work his license may be suspended or revoked.

When the farmer hauls his wheat to a station in his own state and sells it to the local elevator, although it is bought and paid for by grade, he is making a transaction which does not require an interstate shipment. The grade in these cases is usually placed upon the wheat by the elevator manager. It is not then graded by a licensed inspector because the inspectors seldom are located at country points. This feature is unfortunate, but the volume of inspection work at any one country shipping point is hardly ever large enough or continues over a sufficiently long period of time to warrant inspectors in taking up work at such points. Therefore, the correct grading of wheat at country points is usually a matter between the farmer and the local buyer and is one with which local authorities and not the Department of Agriculture can deal.

Unless this wheat is ground at a local mill in most cases it is finally shipped to a terminal market, where it is graded by a disinterested inspector who is licensed by the Department of Agriculture, and in deciding the grade of the wheat he uses the grades established by the United States Department of Agriculture—the Federal wheat grades.

The Federal grades for winter wheat first became effective on July 1, 1917, and they were revised effective July 15, 1918. The purpose of this announcement is to show the result of the grading of Hard Red Winter wheat under these Federal grades from July 15, 1918, the date the revised grades went into effect.

GRADES ASSIGNED HARD RED WINTER WHEAT.

Hard Red Winter wheat in addition to the numerical grades which primarily indicate the condition of the grain, is also designated by subclasses according to the texture of the wheat, in order that the grade assigned the wheat will indicate its quality with respect to milling value as well as its condition. For bread making purposes the flour from dark, hard and vitreous wheat is considered as superior because of the qualities contributed to it by its stronger, more elastic and more abundant gluten. Consequently, Hard Red Winter wheat has been divided into subclasses as follows:

Dark Hard Winter.....	80 per cent or more dark, hard and vitreous kernels.
Hard Winter.....	Less than 80 per cent and more than 25 per cent dark, hard and vitreous kernels.
Yellow Hard Winter.....	25 per cent or less dark, hard and vitreous kernels.

THE GRADES AT ALL INSPECTION POINTS.

There were 107,881 cars of Hard Red Winter wheat inspected on arrival at all inspection points in the United States during the period July 15, 1918, to December 31, 1918. The reports of the licensed inspectors who graded these cars show that the wheat went into the following grades:

Cars.		Per cent of car receipts.
40,472	graded No. 1.....	37.5
36,980	graded No. 2.....	34.3
15,449	graded No. 3.....	14.2
9,280	graded No. 4.....	8.6
3,733	graded No. 5.....	3.5
1,967	graded Sample Grade.....	1.9
107,881		100.0

According to subclasses these cars graded:

	Cars.	Per cent of car receipts.
Dark Hard Winter.....	28,076	26.0
Hard Winter	77,126	71.5
Yellow Hard Winter.....	2,679	2.5
	107,881	100.00

The percentage of the cars falling into each grade according to the above figures is indicated in the following diagram:

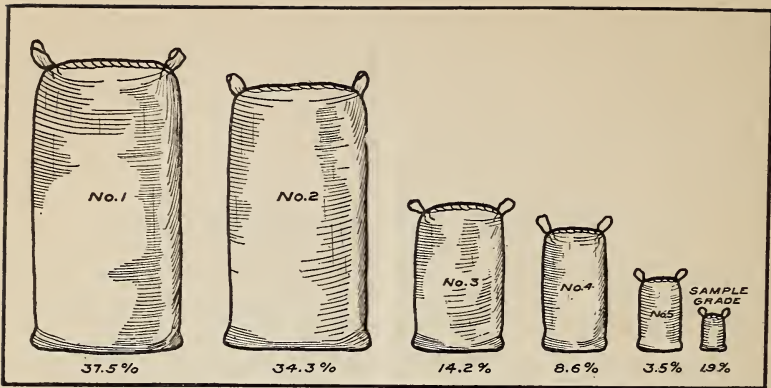


FIG. 1. Percentage of Hard Red Winter wheat falling into each grade, all subclasses combined, as inspected on arrival at all inspection points, July 15, 1918, to December 31, 1918—Under Federal grades.

THE GRADES AT INSPECTION POINTS FOR KANSAS WHEAT.

The State of Kansas is an extremely large producer of winter wheat, and probably markets as large a percentage of Hard Winter as compared with Soft Winter as any other State. This wheat is in the main inspected at Wichita, Kansas; Kansas City (Missouri and Kansas); Hutchinson, Kansas; and St. Joseph, Missouri.

THE GRADES AT KANSAS CITY AND WICHITA.

Of the above inspection points for Kansas wheat, Kansas City and Wichita are the two most important. At these places 36,822 cars of Hard Red Winter wheat were inspected on arrival during the period July 15, 1918, to January 31, 1919. These cars were assigned the following grades by the licensed inspectors:

Cars.		Per cent of car receipts.
10,978	graded No. 1.....	29.8
11,847	graded No. 2.....	32.2
6,508	graded No. 3.....	17.7
4,629	graded No. 4.....	12.6
2,343	graded No. 5.....	6.3
517	graded Sample Grade	1.4
36,822		100.0

According to subclasses the inspectors graded these 36,822 cars at Kansas City and Wichita as follows:

	Cars.	Per cent of car receipts.
Dark Hard Winter	11,673	31.7
Hard Winter	24,629	66.9
Yellow Hard Winter.....	520	1.4
	36,822	100.0

HARD RED WINTER WHEAT UNDER FORMER STANDARDS.

Complete figures on the grading of Hard Red Winter wheat prior to the putting into effect of the Federal grades are not available either for the entire country or for inspection points where Kansas wheat is graded. At Kansas City during the period July 1, 1916, to June

30, 1917, the inspectors of the Kansas and Missouri State Inspection forces graded 56,833 cars of this wheat as indicated below:

Cars.		Per cent of cars.
383	graded No. 1 Hard.....	0.7
33,209	graded No. 2 Hard.....	58.4
14,080	graded No. 3 Hard.....	24.8
6,922	graded No. 4 Hard.....	12.2
2,239	graded Sample Grade	3.9
56,833		100.0

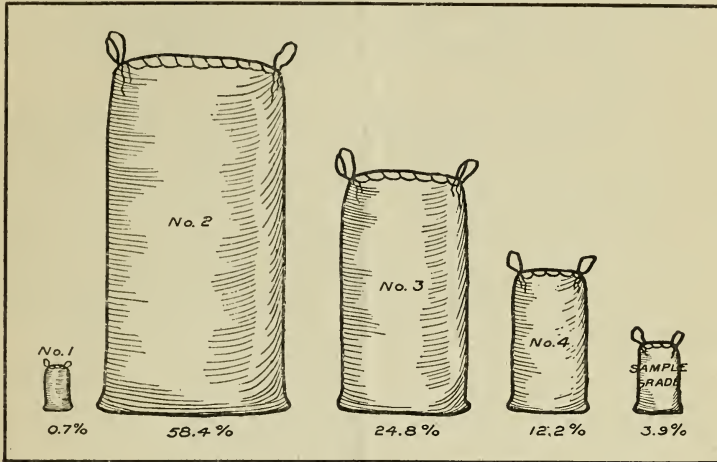


FIG. 2. Percentage of Hard Winter wheat falling into each grade as inspected on arrival at Kansas City, July 1, 1916, to June 30, 1917—Prior to Federal grades.

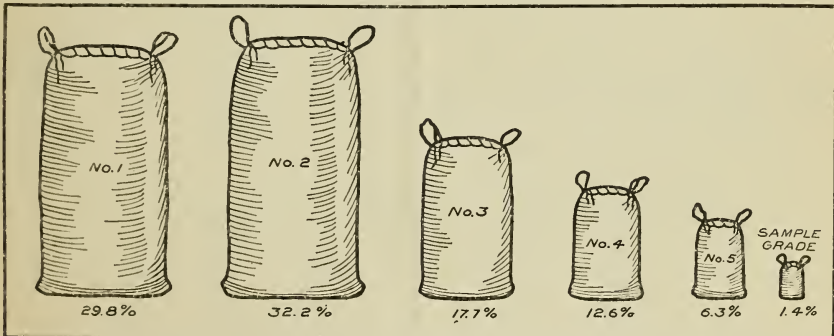


FIG. 3. Percentage of Hard Red Winter wheat falling into each grade, all subclasses combined, as inspected on arrival at Kansas City and Wichita, July 15, 1918, to January 31, 1919—Under Federal grades.

It is also interesting to note that inspections by the Missouri State Inspection forces at Kansas City during the three-year period ending June 30, 1917, which was just prior to the advent of the Federal grades, showed the following percentages of the total cars of Hard Winter wheat as falling into the different grades:

No. 1	No. 2	No. 3	No. 4	Sample Grade.
0.4%	31.8%	35.1%	28.2%	4.5%

Prior to July 1, 1916, complete records on the grades assigned by the Kansas inspectors are not available.

THE FACTORS THAT DECIDE THE GRADES.

All Hard Red Winter wheat which does not contain more than 10 per cent of wheat of other classes goes into one of the three subclasses, Dark Hard Winter, Hard Winter, or Yellow Hard Winter. The arrangement of the subclasses according to the percentage of dark, hard and vitreous (flinty) kernels has already been explained. After the dockage has been removed, if there remains in the wheat more than 10 per cent of other cereal grains it is not classed as wheat but as "Mixed Grain." No grades for Mixed Grain have been fixed by the Department.

When the subclass of the wheat is determined a numerical grade of either 1, 2, 3, 4, 5, or Sample Grade is placed on the wheat. The condition of the wheat, whether it is bright, cool, sweet, musty, sour, its test weight per bushel, the amount of moisture, the amount of damaged kernels, the amount of foreign matter, and the amount of other kinds of wheat or grain remaining after the dockage is removed, etc., determine this numerical grade. The grade requirements for the three subclasses of Hard Red Winter wheat are shown below:

Grade Requirements for the Three Subclasses of Hard Red Winter Wheat.

Grade	Minimum test weight per bushel.	MAXIMUM LIMITS OF						
		Moisture.	Damaged kernels.		Foreign material other than dockage.		Wheats of other classes.	
			Total.	Heat damaged.	Total.	Matter other than cereal grains.	Total.	Common White, White Club and Durum, singly or combined.
	Lbs.	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
1....	60	13.5	2	0.1	1	0.5	5	2
2....	58	14.0	4	0.2	2	1.0	10	5
3....	56	14.5	7	0.5	3	2.0	10	10
4....	54	15.5	10	1.0	5	3.0	10	10
5....	51	15.5	15	3.0	7	5.0	10	10
Sample Grade	Wheat which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is very sour, or is heating, hot, infested with live weevils or other insects injurious to stored grain, or is otherwise of distinctly low quality or contains small, inseparable stones or cinders.							

(1) The wheat in grade No. 1 shall be bright.

(2) The wheat in grades Nos. 1 to 4, inclusive, shall be cool and sweet.

(3) The wheat in grade No. 5 shall be cool, but may be musty or slightly sour.

THE DOCKAGE SYSTEM.

In grading wheat under the Federal grades the licensed inspector makes his determinations, with the exception of those for moisture, odor, temperature, garlic, etc., on the basis of the clean wheat—on a "dockage free" basis. In other words, the dockage in the wheat is

removed before the test weight of the wheat, the amount of damaged kernels, the admixtures of other classes of wheat, and the amount of rye and other cereal grains are determined.

Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present. It also includes undeveloped, shriveled, and small pieces of wheat kernels removed in separating the foreign material, when these wheat kernels or small pieces cannot be removed from the dockage by proper rescreening or recleaning. If they are recovered they go back with the clean wheat and are not considered as dockage. The quantity of dockage is calculated in terms of percentage, based on the total weight of the grain including the dockage. The dockage is stated in terms of whole percentum and is added to the grade designation; for instance, No. 1 Hard Winter, Dockage 1 per cent, or No. 1 Hard Winter, Dockage 3 per cent. If the dockage does not amount to 1 per cent it is disregarded. Fractions of a percentum are not stated.

Prior to the promulgation of the Federal wheat standards, it had been the practice in the hard winter wheat belt to reduce or lower wheat in grade when it was "not clean." What constituted clean wheat was not definite, but the matter was left wholly to the judgment and discretion of the inspector. Some inspectors would hold that wheat containing a slight amount of foreign material was "not clean" and would accord it a lower grade. Other inspectors would hold that wheat containing a much larger amount of foreign material was "clean" and refuse to lower it in grade. This brought about a lack of uniformity in grading, which is very largely corrected by the provision in the Federal standards designating removable foreign material, when present in excess of one per cent, as dockage and grading the sample on its merits after this dockage has been removed.

WEIGHT PER BUSHEL TEST, RYE MIXTURE, MOISTURE, ETC.

The weight per bushel test, of course, is frequently a factor in the grading of wheat because each grade has a minimum test weight requirement. The Hard Red Winter wheat test weight is in some cases as high as 62 pounds per bushel. Some contention has been made that the No. 1 grade should require a 62 pounds test to take care of this extremely heavy wheat. This would result in only a very small percentage of the wheat grading No. 1, however, and 60 pounds per bushel for No. 1 was fixed as the practical minimum test weight limit in the commercial grading of Hard Red Winter wheat.

Another factor which has caused a great deal of discussion in grading Hard Red Winter wheat is the admixture of rye. Wheat

when containing an appreciable admixture of rye has always sold at a discount. Again, the rye is usually cheaper than wheat. For instance, at Kansas City on May 13, 1919, No. 2 Hard Winter wheat brought \$2.58 per bushel, whereas No. 2 Rye sold for only \$1.42 per bushel.

While any excessive admixture of rye will cause the wheat to grade down, it must be remembered at the same time that the farmer selling rye mixed with wheat is getting wheat prices for the rye in the wheat. The No. 1 grade of Hard Red Winter wheat permits, after the dockage is removed, a total of one per cent of foreign material and cereal grains. All of this allowance of one per cent could be rye or any other cereal grain, if no other foreign material were present. But the standards do not allow more than one-half of 1 per cent of any foreign material except these cereal grains in No. 1. Records of samples of Kansas wheat which this Department has handled show that the average amount of rye has never been greater than six-tenths of 1 per cent and only a small percentage of the wheat is graded below No. 1 on account of the rye mixture.

In grading any particular lot of wheat, aside from the weight per bushel determination which always is made, only one or two factors at most would ordinarily need to be determined—like rye mixture if there is any present, or the foreign or foul matter remaining after the dockage is removed, or the amount of damaged wheat, or the moisture content, etc. While the inspector must consider and have all the grade requirements in mind, he can usually tell which of the factors will decide the grade on a particular car of wheat and make his tests for these factors.

To determine the effect of these various limits upon the grade assigned to the wheat, examination of reports by the licensed inspectors on inspections of the Hard Red Winter wheat has been made. The following figures indicate the results of limits for the individual grading factors:

Test Weight Factor.....	{ No. 1 requires a test weight of 60 pounds per bushel. At Wichita 43.5 per cent of the cars inspected showed test weight of 60 pounds or more per bushel. At Kansas City the percentage was 30.3.
Moisture Content.....	{ No. 1 permits a moisture content of 13.5 per cent. At Wichita only 0.4 of one per cent was below the No. 1 requirement on account of moisture. At Kansas City 0.8 of one per cent was below No. 1 on this factor.
Damaged Wheat.....	{ No. 1 may contain 2 per cent of damaged wheat (but of which only 0.1 per cent may be heat damaged). At Wichita 4.4 per cent was lower than No. 1 on these factors. At Kansas City 1.1 per cent only was below No. 1 on these factors.

Other
Wheats.....

No. 1 wheat may contain 5 per cent of wheat of other classes than Hard Red Winter but not more than 2 per cent of Common White, White Club, or Durum wheats, either singly or in combination. At Wichita only 0.4 of one per cent went below the No. 1 requirement on account of these admixtures; and at Kansas City only 0.2 of one per cent went below No. 1 in this respect.

Rye and
Other Foreign
Material.....

No. 1 may contain a total of 1 per cent of foreign matter after the dockage is removed. This foreign matter may consist entirely of other grains, like rye, barley, oats, etc. Only 0.5 per cent, though, can be anything else except these other grains. At Wichita 94.5 per cent of the cars were within the limit for grade No. 1 on rye and other foreign material. At Kansas City 97.4 per cent were within the No. 1 limit.

As an indication of the effect of the limitation on rye admixtures in the Federal standards, the following diagrams are presented:

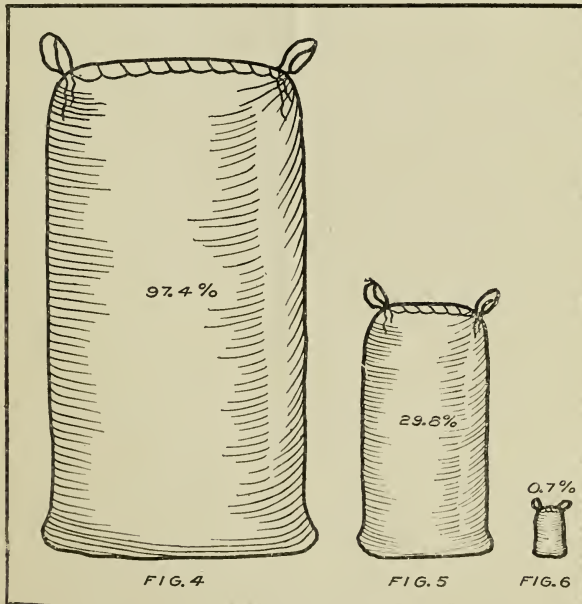


FIG. 4. Represents percentage of car receipts at Kansas City, July 15, 1918, to January 31, 1919, within limits of No. 1 grade on rye admixture.

FIG. 5. Represents percentage of car receipts at Kansas City and Wichita, July 15, 1918, to January 31, 1919, actually graded No. 1 under Federal grades.

FIG. 6. Represents percentage of car receipts at Kansas City, July 1, 1916, to June 30, 1917, actually graded No. 1 prior to Federal grades. Records of the exact effect of rye limitations upon grades assigned Hard Red Winter wheat prior to the Federal grades are not available. This diagram, therefore, is not intended to indicate any comparison of the effects of rye limitations under Federal grades as against those existing under former grades.

**RESULT OF FEDERAL GRADES FOR HARD RED WINTER WHEAT
UNDER FIXED PRICES.**

For the 1918 wheat crop a minimum price per bushel was guaranteed by the Federal Government, and the price was based on the Federal wheat grades. Congress authorized the President to fix the guaranteed price for each of the official grain standards of the United States for wheat and provided that the price for the several grades should be based upon No. 1 Northern Spring or its equivalent at not less than \$2.00 per bushel at the principal interior primary markets. This meant that the producer would be entitled to receive the price established on the grade of his wheat at the nearest principal interior market, less freight on the wheat to the market and a reasonable handling charge. Naturally, it did not mean that the basic price or whatever price was set for No. 1 Northern Spring or for No. 1 Hard Winter would be paid for all wheat in the United States regardless of whether it was good quality wheat or bad quality wheat. As far as Hard Red Winter wheat was concerned, the law simply meant that whatever price was set for No. 1 Hard Winter at any particular interior primary market would be paid for that grade at that point—that a premium over that price would be paid for wheat grading better than No. 1 Hard Winter and that a discount would be placed on wheat of poorer grades than No. 1 Hard Winter.

The President's proclamation of February 21, 1918, fixed the minimum guaranteed price for No. 1 Northern Spring and its equivalent for the various interior primary markets. Because of increased freight rates, the price announced by him in this proclamation was raised on July 1, 1918, and since that date the guaranteed minimum price for No. 1 Northern Spring and No. 1 Hard Winter at the different primary markets has been as follows:

*Guaranteed Minimum Price for No. 1 Northern Spring and No. 1 Hard Winter
Wheat at Primary Markets.*

Market.	Price.	Market.	Price.
New York	\$2.39½	Minneapolis	\$2.21½
Philadelphia	2.39	Kansas City	2.18
Baltimore	2.38¾	Omaha	2.18
Newport News	2.38¾	San Francisco	2.20
Chicago	2.26	Los Angeles	2.20
New Orleans	2.28	Portland	2.20
Galveston	2.28	Tacoma	2.20
St. Louis	2.24	Seattle	2.20
Duluth	2.22½	Astoria	2.20

The minimum guaranteed price for No. 1 Hard Winter at Kansas City was therefore \$2.18 per bushel. The price is not specified for Wichita, but it would be the same price as set for the most favorable designated market, less the freight rate.

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Markets

CHARLES J. BRAND, Chief



SERVICE AND REGULATORY ANNOUNCEMENTS

No. 55¹

IMPROVED APPARATUS FOR DETECTING SULPHURED GRAIN

The method for detecting sulphur-bleached oats and barley has been described in detail in Circular No. 40, Bureau of Plant Industry, United States Department of Agriculture, entitled "A Simple Method of Detecting Sulphured Barley and Oats," by W. P. Carroll; and a modification of the apparatus used in this method has been described in Circular 111, Bureau of Plant Industry, entitled "Improved Apparatus for Detecting Sulphured Grain," by George H. Baston, specialist in grain standardization. As sulphur-bleached oats play a part in Federal standards for oats, it seems desirable that the method commonly used for detecting sulphur-bleached oats be again brought to the attention of interested parties. The two above-mentioned circulars are now out of print.

The method most commonly used at the present time for detecting sulphur-bleached grain is as follows:

Place 100 grams of the grain to be examined, together with 10 grams of granular or mossy zinc, chemically pure and free from sulphur, in a flask of approximately 500 c. c. capacity. Pour into the flask only enough diluted hydrochloric acid (1 part of acid to 3 parts of distilled water, by volume) to cover the grain. The action of the hydrochloric acid may be hastened considerably by the addition of a few drops of ferric chlorid to the zinc when placed in the bottom of the flask. (A ferric chlorid solution for this purpose is made up of 1 part of ferric chlorid to 10 parts of distilled water.) Close the

¹ Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 49, 52, and 54.

flask with the ground-glass connection and place the end of the glass delivery tube in a test tube containing a 2 per cent solution of lead acetate (2 grams of chemically pure lead acetate in 98 c. c. of distilled water) which has just been filtered. If the operator desires to make several tests, stock solutions of the proper strength of both the lead acetate and hydrochloric acid should be made up in quantity.

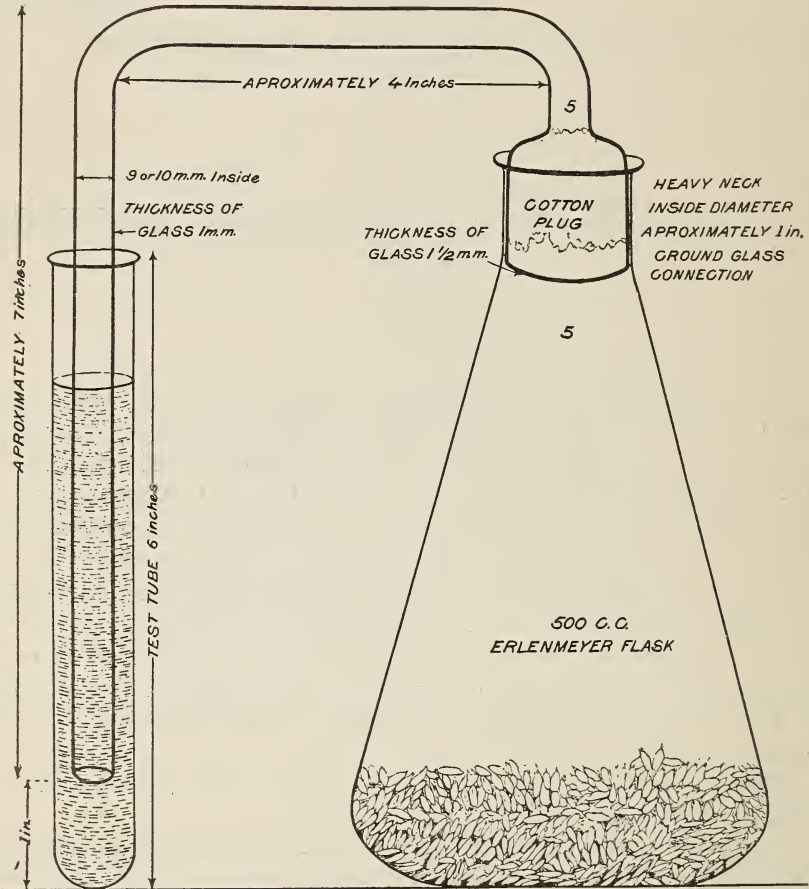


FIG. 1.—Improved apparatus for detecting sulphured grain, showing its dimensions and the manner of adjustment.

However, if the stock solution of lead acetate is allowed to stand very long it will become scummy and flakes will adhere to the sides of the container. Therefore, it will be necessary to filter it occasionally so that a clear transparent liquid may always be ready for use when needed.

The test tube should be only about three-fourths full of the lead acetate solution, in order to prevent spilling when the gas begins to

pass over. The delivery tube should extend within about 1 inch of the bottom of the test tube. Figure 1 shows how the apparatus should be adjusted.

In the case of unbleached grain, the gas liberated from the zinc and hydrochloric acid is hydrogen; with grain which has been bleached with sulphur, the gas liberated is hydrogen sulphid, the presence of sulphur being indicated by a black precipitate of lead sulphid which forms in the test tube.

If one is familiar with the appearance of lead sulphid precipitate, there is practically no trouble in distinguishing readily the black flocculent precipitate of lead sulphid. One means of determining whether this precipitate is lead sulphid is to add a few drops of ferric chlorid solution to the solution in the test tube at the completion of the test. The lead sulphid will readily dissolve when the ferric chlorid is added. In order to be absolutely sure, however, that one is perfectly familiar with the test and with the appearance of the precipitate formed by hydrogen sulphid and lead acetate, it is suggested that a number of tests be made with both bleached and unbleached grain to become familiar with the appearance of the result from different samples, taking preferably the samples that have been bleached with different amounts of sulphur or a mixture of part bleached and part unbleached grain.

Care should be taken to keep the apparatus scrupulously clean. All the apparatus and chemicals required for making this test can be bought from an ordinary drug store with the exception perhaps of the flasks, which can be obtained from almost any firm dealing in laboratory apparatus.

The Department of Agriculture does not advocate the use of this apparatus in every inspection of oats; in a great number of cases sulphured oats can be detected by their appearance and odor. Again, in cases where the glassware described is unobtainable a resourceful analyst can devise apparatus that will produce the same results.

(Compiled from Circular 111, Bureau of Plant Industry, U. S. Department of Agriculture.)

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF MARKETS

CHARLES J. BRAND, CHIEF

SERVICE AND REGULATORY ANNOUNCEMENTS

No. 56¹

Findings of the Secretary of Agriculture regarding violations of Section 5 of the United States grain standards Act.

Pursuant to the authority vested in the Secretary of Agriculture by the United States grain standards Act and otherwise by law applicable to the Department of Agriculture, an investigation having been made of certain alleged facts and circumstances relating to a shipment of shelled corn by C. E. Kern, trading and doing business under the name The Kern Co., from Omaha, Nebraska, to the Marshall-Hall Grain Co. at St. Louis, Missouri, and after due notice to said C. E. Kern, a hearing in respect to said matter having been held before an official of the Department of Agriculture at Omaha, Nebraska, on May 13, 1918, at which place and time the said C. E. Kern appeared and submitted testimony, and other oral and documentary evidence was introduced:

Therefore, upon consideration of all the evidence presented at said hearing, I, D. F. Houston, Secretary of Agriculture, do hereby determine, and order to be published my findings, as follows:

That on April 2, 1918, the shelled corn contained in two cars, known as U. P. 150278 and C. & N. W. 73566, was inspected and graded by inspectors licensed under the United States grain standards Act, and for each of said cars a certificate was issued by one

¹ Previous numbers in this series which relate to the United States grain standards Act are: Nos. 11 to 15, 17 to 19, 22 to 26, 29, 31 to 40, 42, 44 to 49, 52, 54 and 55.

of said licensed inspectors stating the grade of said corn to be No. 4 mixed according to the official grain standards of the United States.

That on April 3, 1918, the said C. E. Kern, trading and doing business as a grain brokerage or commission merchant under the name The Kern Co. at Omaha, Nebraska, had entered into a contract calling for the shipment to the Marshall-Hall Grain Co. at St. Louis, Missouri, of a certain quantity of No. 3 corn on the basis of Omaha grades;

That on said April 3, 1918, the said Kern bought the said cars of corn from the Dawson Grain Co. and shipped them from Omaha, Nebraska, to the Marshall-Hall Grain Co. at St. Louis, Missouri, to be applied to the fulfillment of said contract;

That at the time of making such shipment the said Kern was in possession of actual notice and knew that said cars had been inspected and graded as hereinbefore set forth and that said inspectors had assigned to said corn the grade No. 4 mixed according to said standards, and no other grade is shown to have been assigned to said corn at Omaha, Nebraska, by any licensed inspector: and

That, notwithstanding said knowledge, the said Kern in the first instance represented to the said Marshall-Hall Grain Co. by letters, and telegrams that said corn in said cars was No. 3 corn and, from the time of shipment until April 15, 1918, and after demand therefor, failed and refused continuously to inform said Marshall-Hall Grain Co. in regard to the inspection and grading by said licensed inspectors as aforesaid, contrary to the following provision of section 5 of the United States grain standards Act:

That no person, except as permitted in section four, shall represent that any grain shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards other than as shown by a certificate therefor issued in compliance with this Act.

In witness whereof I have hereunto set my hand and caused the seal of the Department of Agriculture to be affixed this 29th day of May, 1919.

D. F. HOUSTON,
Secretary of Agriculture.

Pursuant to the authority vested in the Secretary of Agriculture by the United States grain standards Act and otherwise by laws applicable to the Department of Agriculture, an investigation was made of certain alleged facts and circumstances relating to a shipment of shelled corn, by the Gunnell-Windle Grain Co., a corporation organized under the laws of the State of Missouri and doing business at St. Joseph, Mo., from St. Joseph, Mo., and consigned to the order of the Beyer Grain Co. at Cordell, Okla. After due notice to said Gunnell-Windle Grain Co., C. M. Williams, licensed inspector at St. Joseph, Mo., the Beyer Grain Co., Wichita, Kans., and the Kansas City Brokerage Co., Kansas City, Mo., a hearing in respect to said matter was held before an official of the Department of Agriculture at Kansas City, Mo., on November 4, 1918, at which hearing J. A. Gunnell, President of the Gunnell-Windle Grain Co., appeared on behalf of that company and submitted testimony, and other oral and documentary evidence was introduced.

Upon consideration of all the evidence presented at said hearing I, D. F. Houston, Secretary of Agriculture, do hereby determine and order to be published my findings as follows:

That, on or about September 25, 1918, the said Gunnell-Windle Grain Co., through the Kansas City Brokerage Co. of Kansas City, Mo., entered into a contract with the Beyer Grain Company of Wichita, Kansas, calling for the "immediate" shipment of one car of No. 2 white corn to said Beyer Grain Co. at Cordell, Okla.

That the shelled corn contained in car C&NW 92430 was inspected and graded by the said C. M. Williams, an inspector licensed under the United States grain standards Act, and under date of September 26, 1918, certificate No. 23631 was issued by him stating the grade of said carload of corn to be No. 3 white according to the official grain standards of the United States, and the total percentage of damaged corn to be 5.7.

That, on or about September 26, 1918, the said Gunnell-Windle Grain Co. shipped from St. Joseph, Mo., to said Beyer Grain Co. at Cordell, Okla., the said car C&NW 92430 to be applied to the fulfillment of said contract.

That the said Gunnell-Windle Grain Co. forwarded to said Beyer Grain Company an invoice dated September 26, 1918, in which the corn in said car C&NW 92430 was designated as "2 white corn," and to which invoice was attached the said inspection certificate No. 23631 which had been altered in the manner hereinafter described.

That the said Beyer Grain Co., under date of October 2, 1918, wrote a letter to the said Gunnell-Windle Grain Co., in part, as follows:

We were very much surprised, when we received your inspection certificate on the car of white corn, to see that both the grade and the damaged amount of corn had been changed and we would not send the inspection certificate out to any of our purchasers in the shape this one was. We therefore asked the Board of Trade for a duplicate certificate and find that it calls for three white corn with a total damage of 5.7. Are not entirely satisfied as to how this certificate was changed.

Under date of October 4, 1918, the said J. A. Gunnell wrote a letter to the Beyer Grain Co. in which he made the following statement:

I am making an investigation regarding this certificate in my office, as I suspect some one has made the change and I certainly want to find out who done it, as I do not approve of this kind of work. Anything further that you write in regard to this car mark personal.

That the said inspection certificate had been altered by the erasure of the figure "3" before the word "white" in the grade designation and the substitution therefor of the figure "2," and by the erasure of the figure "5" following the words "total damaged," and the substitution therefor of the figure "3."

That at the said hearing held at Kansas City, Mo., on November 4, 1918, the said J. A. Gunnell, in answer to the specific question as to who made the changes above-mentioned in said certificate No. 23631, answered, "I did."

And that the representations as to grade of said grain made as aforesaid by the Gunnell-Windle Grain Company were contrary to and in violation of the following provision of section 5 of the United States grain standards Act:

That no person, except as permitted in section four, shall represent that any grain shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards other than as shown by a certificate therefor issued in compliance with this Act.

In witness whereof I have hereunto set my hand and caused the official seal of the Department of Agriculture to be affixed in the District of Columbia this 6th day of June, 1919.

(Signed) D. F. Houston,
Secretary of Agriculture.

Pursuant to the authority vested in the Secretary of Agriculture by the United States grain standards Act and otherwise by law applicable to the Department of Agriculture, an investigation was made of certain alleged facts and circumstances relating to certain shipments of shelled corn by the A. C. Gale Grain Company, a corporation, from Cincinnati, Ohio, to the Harshbarger Milling Company at Milton, West Virginia. After due notice to the said A. C. Gale Grain Company and to the licensed inspectors who inspected the grain hereinafter mentioned, a hearing in respect to said matter was held before an official of the Department of Agriculture at Cincinnati, Ohio, on December 16, 1918, at which time and place A. C. Gale, president of the A. C. Gale Grain Company, appeared and submitted testimony, and other oral and documentary evidence was introduced.

Upon consideration of all the evidence presented at said hearing, I, D. F. Houston, Secretary of Agriculture, do hereby determine and order to be published my findings as follows:

That the shelled corn contained in car designated as C. B. & Q. 130219 was inspected and graded at Cincinnati, Ohio, by an inspector licensed under the United States grain standards Act and under date of August 8, 1918, certificate No. 1455 was issued by such licensed inspector stating the grade of said corn to be No. 6 mixed, according to the official grain standards of the United States;

That the shelled corn contained in car designated as N. H. 71024 was inspected by an inspector licensed under the United States grain standards Act and under date of August 10, 1918, certificate No. 1553 was issued by the licensed inspector stating the grade of said corn to be No. 4 mixed, according to the official grain standards of the United States;

That the A. C. Gale Grain Company, having entered into a contract for the sale of a certain quantity of corn to the Harshbarger Milling Company, of Milton, West Virginia, shipped to them at that point the two cars of corn herein described;

That, at the time of making out the invoices hereinafter mentioned, the said A. C. Gale Grain Company had actual notice and knew that said cars of corn had been inspected and graded as hereinbefore set forth and that said inspectors had assigned to said corn the grades above mentioned and no other grade is shown to have been assigned to either of said cars of corn by any licensed inspector;

And that, notwithstanding said knowledge, the said A. C. Gale Grain Company, by means of invoices which were forwarded to said Harshbarger Milling Company, and without furnishing it with the above mentioned inspection certificates, represented to said company

that the corn in said cars was No. 3 yellow, according to the official grain standards of the United States, a grade other than that shown by the aforesaid inspection certificates, contrary to the following provision of section 5 of the United States grain standards Act:

That no person, except as permitted in section four, shall represent that any grain shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards other than as shown by a certificate therefor issued in compliance with this Act;****

In witness whereof, I have set my hand and caused the seal of the Department of Agriculture to be affixed in the District of Columbia this fifth day of May, nineteen hundred and nineteen.

(Signed) D. F. Houston,
Secretary of Agriculture.

